

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - July 27, 2005 - 3:30 P.M.
State Administrative Board Meeting - August 2, 2005 - 11:00 A.M.

.....

MINERAL LEASES

1. Ten Direct Metallic Mineral Leases - Development And Development With Restriction: Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin, 1,705.65 acres, more or less, of State-owned surface and minerals rights, Sections 7, 8, 22, and 23, T48N, R31W, Spurr Township, Baraga County; Sections 2, 11, and 12, T48N, R32W, Covington Township, Baraga County; and Sections 7, 8, and 18, T47N, R29W, Humboldt Township, Marquette, County.

Terms: Ten-year term, standard rental (\$3.00 per acre), royalty (2 to 7 percent), and bonus consideration of \$5,116.95 (\$3.00 per acre).

2. Four Direct Metallic Mineral Leases - Development And Development with Restriction: Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin, 1,155.8 acres, more or less, of State-owned minerals, Sections 14, 15, 22 and 23, T47N, R29W, Humboldt Township, Marquette, County.

Terms: Ten-year term, standard rental \$3.00 per acre), royalty (2 to 7 percent), and bonus consideration of \$3,467.40 (\$3.00 per acre).

3. Eight Direct Nonmetallic Sand And Gravel Leases - Development: Baraga County Road Commission (CRC), 80 acres, S1/2 NE1/4, Section 12, T48N, R32W, Spurr Township, Baraga County; Chippewa CRC, 40 acres, NW1/4 SE1/4, Section 34, T44N, R06W, Trout Lake Township, Chippewa County; Dickinson CRC, 40 acres, NE1/4 SW1/4, Section 20, T41N, R29W, Norway Township; and 40 acres, SE1/4 SE1/4, Section 5, T43N, R27W, West Branch Township, Dickinson County; Marquette CRC, 40 acres, NE1/4 NE1/4, Section 30, T45N, R27W, Tilden Township, Marquette County; Ontonagon CRC, 40 acres, NE1/4 SE1/4, Section 35, T51N, R37W, Bohemia Township, Ontonagon County; and Schoolcraft CRC, 40 acres, SE1/4 NW1/4, Section 15, T41N, R17W, Inwood Township, and 40 acres, SE1/4 NE1/4, Section 8, T46N, R13W, Seney Township, Schoolcraft County.

Terms: Seven-year term with a possible three-year extension, if in the best interest of the State. Royalty rate of \$0.228 per ton of sand and \$0.471 per ton of gravel.

4. Direct Oil And Gas Leases (2) - Nondevelopment: Jordan Development Company L.L.C. of Traverse City, Michigan, 4.93 acres, more or less, of Department of Transportation, State-owned minerals, Sections 31 and 32, T23N, R15W, Bear Lake Township, Manistee County.

Terms: One-year primary term, no extensions, 3/16 royalty, \$500.00 bonus consideration (\$100.00 per acre), and \$9.86 rental (\$2.00 per acre).

* Denotes a non-standard contract/amendment

5. Direct Oil And Gas Leases (5) - Nondevelopment: Ward Lake Energy of Gaylord, Michigan, 240.00 acres, more or less, of Department of Natural Resources, State-owned minerals, Sections 16 and 17, T31N, R04E, Hillman Township, Montmorency County.

Terms: Two-year term, no extensions, 3/16 royalty, \$33,600.00 bonus consideration (\$140.00 per acre), and \$2.00 per acre annual rental.

Items one and two were approved by the Director of the Department of Natural Resources on July 7, 2005, and Items three through five were approved by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on July 7, 2005. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 27, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: August 2, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|--|-----------------------------|-----------------|
| 1. | Consumers Asphalt Co.
1589 Townline
Benton Harbor, MI 49022 | Milling & Paving | \$63,279 |
|----|--|-----------------------------|-----------------|

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for the milling and paving of shoulders along M-140 in Berrien County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the milling and paving of four-foot shoulders on M-140 just south of I-94 in Berrien County.

Benefit: Will provide for safer highways and will help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair. This work will make the road smoother and safer for motorists.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49022.

- | | | | |
|----|--|--|--------------------|
| 2. | Payne & Dolan, Inc.
801 Clark Drive
Gladstone, MI 49837 | Non-Motorized
Pedestrian and Bicycle Path | \$50,655.50 |
|----|--|--|--------------------|

Approval is requested to authorize the City of Gladstone to award a subcontract for the construction of a ten-foot wide non-motorized shared-use path following the M-35 right-of-way in the city of Gladstone. The non-motorized pedestrian and bicycle path is an extension of an existing sidewalk that will provide a safer path for children and the public to travel to reach the city's elementary school. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through November 15, 2005. Source of Funds: 66% Federal Highway Administration Funds and 34% State Restricted Trunkline Funds.

Purpose/Business Case: To create a non-motorized pedestrian and bicycle path along M-35 for the public and school children to safely travel to reach the city of Gladstone's elementary school.

Benefit: Separation of motorized vehicles from pedestrians and cyclists will create a safer environment for the public along M-35.

Funding Source: 66% Federal Highway Administration Funds and 34% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: A non-motorized pedestrian and bicycle path will provide a safer environment along M-35. Without the construction of the path to extend the current sidewalk, there is an increased danger to school children and others who walk or ride to and from the school.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is a new project.

Zip Code: 49837.

CONTRACTS

3. **HIGHWAYS (Real Estate) – Resolution “A ” (Excess Property Exchange)**
Tract 884, Control Section 36031, Parcel 60, Part A

The subject tract is located in the city of Iron River, Iron County, Michigan, and contains approximately 290 square feet. The tract is undersized and will not qualify for individual use. The property to be acquired is located in the city of Iron River, Iron County, Michigan, and contains approximately 243 square feet. The appraisal for the subject tract was completed by Steven Douglas, Superior Region Real Estate Agent, on May 23, 2005, at \$110. The appraisal for the property to be acquired was completed by Steven Douglas, Superior Region Real Estate Agent, on May 25, 2005, for the amount of \$110. The transaction was approved for an even exchange by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on June 14, 2005. The tract was not offered to the local municipalities because it is part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

Even Exchange

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49935.

4. *FINANCE & ADMINISTRATION - Increase Services and Amount, Extend Term

Amendatory Contract (2001-0378/A1) between MDOT, Miller, Canfield, Paddock and Stone, P.L.C., and Dickenson Wright PLLC will increase the contract amount by \$270,000 and will extend the contract term by one year to provide for an additional year of services. MDOT is in the middle of two large bond deals that won't be completed by August (one deal will not be fully completed until 2006), so MDOT is seeking approval to extend the current contract for one year. MDOT will issue a request for proposals (RFP) and award a new contract in 2006. The original contract provides for bond counsel services to be performed in cooperation with the Office of Attorney General with respect to the preparation of proceedings, authorizations, sales, and delivery of MDOT bonds, as authorized by Section 18b of the Public Acts of 1951, as amended. The revised contract term will be August 20, 2001, through August 19, 2006. The revised maximum contract amount will be \$895,000. Source of Funds: State Restricted Comprehensive Transportation Funds and/or State Restricted Transportation Funds, depending on the bond issue.

Purpose/Business Case: To provide for a one-year extension of the contract term and an increase of \$270,000 in the contract amount in order to provide for an additional year of bond counsel services. The time extension and additional funds are necessary for the completion of two large bond deals that are in process. MDOT intends to issue a new RFP and award a new contract for the bond counsel services in 2006.

Benefit: The amendment will allow the completion of two large bond deals that are currently in process.

Funding Source: State Restricted Comprehensive Transportation Funds and/or State Restricted Transportation Funds, depending on the bond issue.

Commitment Level: The contract amount is based on agreed rates for bond issues plus actual costs for expenses; the number of bond issues has been estimated.

Risk Assessment: If this amendment is not approved, MDOT will not be able to complete two large bond deals.

Cost Reduction: The vendors have agreed to retain the 2001 rates for the additional year of services.

Selection: Qualifications-based/low bid for original contract; N/A for amendment.

New Project Identification: This is not a new project.

Zip Code: 48909.

5. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1046) between MDOT and CN/Wisconsin Central, Ltd., dated July 5, 1994, will provide for improvements under job number 81268 to a crossing of CN/Wisconsin Central, Ltd., at M-28 near Dafter, Chippewa County. The improvements include crossing surface reconstruction with a temporary runaround surface.

Estimated Funds:

Federal Highway Administration Funds	<u>\$ 100,000</u>
Total Funds	<u>\$ 100,000</u>

STR 17063 - 81268

Railroad Force Account Work

Purpose/Business Case: To rebuild the existing crossing surface in conjunction with roadway approach reconstruction due to unstable subgrade material under crossing.

Benefit: Smoother and safer crossing surface.

Funding Source: Federal Highway Administrative Funds.

Commitment level: 100% federal; based on railroad estimate.

Risk Assessment: Lower probability of vehicle loss of control due to a smoother crossing surface.

Cost Reduction: Improvements are on railroad property, and CN/Wisconsin Central, Ltd., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvements to existing railroad crossing.

Zip Code: 49724.

6. HIGHWAYS - IDS Research Services

Authorization (Z13) under Contract (2002-0532) between MDOT and Michigan State University will provide for the establishment of an ongoing regional forum for pavement preservation principles through the sharing and exchange of improvements in research, design, specifications, materials and construction practices and the promotion of the benefits of pavement preservation through education and the application of those principles. MDOT will serve as the lead agency for the forum as part of the Midwestern Pavement Preservation Partnership. The authorization will be in effect from the date of award through three years. The authorization amount will be \$195,000. The contract term is September 10, 2003, through September 10, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business: To provide for the establishment of an ongoing regional forum for pavement preservation principles through the sharing and exchange of improvements in research, design, specifications, materials and construction practices and the promotion of the benefits of pavement preservation through education and the application of those principles.

Benefit: Will improve the benefits of pavement preservation.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: By not participating, the state would lose out on the benefits of information sharing, including research opportunities, lessons learned from other states, and best practices for materials, equipment, and construction.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

* Denotes a non-standard contract/amendment

New Project Identification: This is a new project.
Zip Code: 48909.

7. HIGHWAYS - IDS University Research Services

Authorization (Z14) under Contract (2002-0532) between MDOT and Michigan State University will provide for the development of guidelines for the use of pedestrian countdown traffic signals. The authorization will be in effect from the date of award through sixteen months. The authorization amount will be \$171,482. The contract term is September 10, 2003, through September 10, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: There are no current guidelines detailing the appropriate locations for the installation of countdown pedestrian traffic signals. This project will provide for research into the effects of these devices and the development of guidelines for their use.

Benefit: With appropriate guidelines developed, MDOT can install these devices where they are needed but not expend resources at locations where they are not needed.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: These devices may have an impact on the safety of signalized intersections. Current research is unclear if they will have a positive or negative impact on safety. If this research is not conducted, they could be installed at locations where they reduce safety or they may not be installed when they could improve safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

8. HIGHWAYS - IDS University Research Services

Authorization (Z7) under Contract (2002-0546) between MDOT and Wayne State University will provide for the undertaking of a study of the effectiveness of 45 miles per hour speed limits in highway work zones. The authorization will be in effect from the date of award through 22 months. The authorization amount will be \$169,184.22. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for an assessment of the effectiveness of the 45 miles per hour speed limits in construction zones with regard to safety and operations.

Benefit: This study will help assess if the reduced speed limit of 45 miles per hour is effective in reducing the number of crashes, decreasing the 85th percentile speed of the traveling motorists, reducing the speed variance, and reducing the speed deviation, thus reducing risk to the construction workers.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Safety in the work zone is our highest priority. If this research is not completed, we will not be able to determine if the number and severity of crashes in work zones increased or decreased due to the construction work zone speed limit change. If the number and severity of crashes did increase, the speed limit will need to be reevaluated.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

9. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0686/A1) between MDOT and HH Engineering, Ltd., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z1), (Z2), (Z3), and (Z14), for which extra time is needed for completion of design work. (See following items.) The original contract, which will expire on September 20, 2005, provides for design engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be September 20, 2002, through September 20, 2007. The maximum contract amount remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for a two-year extension of the IDS contract term. The additional time is needed because projects were delayed during funding reallocation. The time extension will allow engineering services for various ongoing projects authorized under this IDS contract to be considered for time extensions when conditions warrant, pending State Administrative Board approval. Authorizations in need of time extensions will be individually submitted to the SAB for approval. No new authorizations will be issued under this IDS contract.

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

10. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R2) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will extend the authorization term by two years to provide sufficient time for the consultant to complete the services at no additional cost. The original authorization, which will expire on September 20, 2005, provides for design services to be performed for Piquette Avenue over I-75 in the city of Detroit, Wayne County (CS 82252 - JN 59295C). The revised authorization term will be April 29, 2003, through September 20, 2007. The authorization amount remains unchanged at \$77,349.99. The contract term will be September 20, 2002, through September 20, 2007. (See previous item.) Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a two-year extension of the authorization term. The additional time is needed because the project was put on hold during the funding reallocation.

Benefit: This extension will provide sufficient time for the consultant to complete the necessary design services at no additional cost.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing this extension is that this project will not have the necessary design services. MDOT would then need to pay for the services separately.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48226.

11. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R2) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will extend the authorization term by two years to provide sufficient time for the consultant to complete the services at no additional cost. The original authorization, which will expire on September 20, 2005, provides for design services to be performed for the East Grand Boulevard structure over I-75 in the city of Detroit, Wayne County (CS 82252 - JN 59296C). The revised authorization term will be May 9, 2003, through September 20, 2007. The authorization amount remains unchanged at \$180,475.00. The contract term will be September 20, 2002, through September 20, 2007. (See second previous item.) Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a two-year extension of the authorization term. The additional time is needed because the project was put on hold during the funding reallocation.

Benefit: This extension will provide sufficient time for the consultant to complete the necessary design services at no additional cost.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing this extension is that this project will not have the necessary additional design services. MDOT would then need to pay for the services separately.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48226.

12. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z3/R2) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will extend the authorization term by two years to provide sufficient time for the consultant to complete the services at no additional cost. The original authorization, which will expire on September 20, 2005, provides for design services to be performed for two bridge structures along the I-75 corridor (S05 of 82252 and S03 of 82251) in the city of Detroit, Wayne County (CSs 82251 and 82252 – JN 59297C). The revised authorization term will be May 9, 2003, through September 20, 2007. The authorization amount remains unchanged at \$205,450.01. The contract term will be September 20, 2002, through September 20, 2007. (See third previous item.) Source of Funds: 90% Federal Highway Administration Funds and 10% state Restricted Trunkline Funds.

Purpose/Business Case: To provide for a two-year extension of the authorization term. The additional time is needed because the project put on hold during the funding reallocation.

Benefit: This extension will provide sufficient time for the consultant to complete the necessary design services at no additional cost.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing this extension is that this project will not have the necessary additional design services. MDOT would then need to pay for the services separately.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48226.

13. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z14/R2) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will extend the authorization term by two years to allow the consultant sufficient time to complete the services at no additional cost. The original authorization, which will expire on September 20, 2005, provides for additional design services to be performed for pin and hanger replacement, zone painting, joint replacement, deck patching, deep overlay, substructure repairs, and maintenance of traffic for various bridge structures throughout the Grand Region (CS Various - JN 79926D). The revised authorization term will be September 9, 2004, through September 20, 2007. The authorization amount remains unchanged at \$356,500. The contract term will be September 20, 2002, through September 20, 2007. (See fourth previous item.) Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a two-year extension of the authorization term to allow the completion of design services for the rehabilitation of 21 bridges in poor condition in the Grand Region. The additional time is needed because the project was repackaged, which necessitated revisions to the project dates.

Benefit: This extension will provide sufficient time for the consultant to complete the necessary additional design services that will enhance the safety of the public traveling on or beneath these structures.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Poor elements on these structures could result in failure of the functionality if not replaced now.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49504.

14. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z16/R1) under Contract (2003-0201) between MDOT and CH2M Hill Michigan, Inc., will provide for scoping services to be performed for six additional locations on M-53 (Van Dyke Avenue) within the Metro Region and will increase the authorization amount by \$54,982.20. The additional work items will include geometric concepts, typical cross sections, and cost estimates. The original authorization provides for scoping services to be performed for the fiscal year 2007/2008 Safety Program within the Metro Region. The authorization term remains unchanged, November 29, 2004, through April 14, 2006. The revised authorization amount will be \$149,738.59. The contract term is April, 14 2003, through April 14, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for scoping services to be performed for six additional locations on M-53 (Van Dyke Avenue) within the Metro Region and will increase the authorization amount by \$54,982.20. The additional work items will include geometric concepts, typical cross sections and cost estimates.

Benefit: This revision for additional services will provide for the evaluation and recommended geometric changes of jersey turns at six locations within the Metro Region. Jersey turns have more conflict points than regular intersections. This revision will help to reduce the number of crashes at the jersey turn intersections and provide for improved safety for travelers.

Funding: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing these services is the loss of opportunity to provide for safety improvements.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based for original authorization, sole source for revision.

New Project Identification: This is not a new project.

Zip Code: 48326.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2003-0526) between MDOT and Advanced Geomatics will provide for road design survey services to be performed on I-96 from US-23 to the Oakland County line (CS 47064 - JN 78200D). The work is needed to supplement a photogrammetric project. The work items include photo targeting, photo control, bridge surveying, hard surface areas, park and ride features, utility inventories, and legal alignment. The authorization will be in effect from the date of award through August 19, 2006. The authorization amount will be \$234,644.23. The contract term is August 19, 2003, through August 19, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for road design survey services to be performed on I-96 from US-23 to the Oakland County line.

Benefit: A smoother ride.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If MDOT does not undertake this project, this road will need increased maintenance to keep it functioning.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This project is rehabilitation.

Zip Code: 48116.

16. HIGHWAYS - IDS Design Consultant Services

Authorization (Z12) under Contract (2004-0161) between MDOT and Bergmann Associates will provide for design services to be performed for M-85 northbound over the Sexton-Kilfoil Drain (B03-1) and M-85 southbound over the Sexton-Kilfoil Drain (B03-2) in Wayne County (CS 82211 - JN 84020D). The work items include widening, shallow concrete overlay, full-depth patching, and substructure repairs. The authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$111,631.25. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for M-85 northbound and southbound over the Sexton-Kilfoil Drain in Wayne County. The need for this bridge deck work results from increasing traffic volumes and from the poor bridge condition. It is anticipated that traffic volumes on M-85 will continue to grow.

Benefit: The improvement of this bridge will result in bringing the bridge decks, shoulders, and approaches up to current MDOT standards. The proposed rehabilitation work will upgrade this bridge to good condition.

* Denotes a non-standard contract/amendment

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The poor bridge condition could become a liability to MDOT. The bridge deck has cracks and spalls to exposed steel. This structure has considerable bituminous damage on the approaches and underside deficiencies that fall into the deck replacement option.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48146.

17. HIGHWAYS-IDS Construction Engineering Services

Authorization Revision (Z12/R1) under Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional as-needed inspection and testing services to be performed on US-131 and I-96 for the bridge program in the Grand Rapids Transportation Service Center (TSC) area, Kent County, and will increase the authorization amount by \$24,999.54 (CS 41025 - JN 79062A). The original authorization provides for as-needed inspection and testing services to be performed on various projects within the area of the Grand Rapids TSC. The authorization term remains unchanged, January 27, 2005, through July 14, 2007. The revised authorization amount will be \$104,498.09. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional as-needed inspection and testing services to be performed on US-131 and I-96 for the bridge program in the Grand Rapids TSC area, Kent County.

Benefit: Adequate inspection and testing, as required by federal law, on the existing freeway, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving the additional as-needed inspection and testing services is that the Grand Rapids TSC will not have adequate inspection and testing on US-131 and I-96, which could result in substandard work and a possible loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49504 and 49544.

18. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2005-0049/A1) between MDOT and Rowe, Inc., will provide for additional design services to be performed on I-75 from Birch Run Creek to Bridgeport, Saginaw County (CS 73171 - JNs 75246C, 75292C) and will increase the contract amount by \$146,700.35. The additional services include signal, bridge survey, and hydraulics work; park and ride lot surveying and design work; and additional staging for maintaining traffic. The original contract provides for complete pavement rehabilitation and reconstruction with median/drainage enclosure to be performed on the northbound and southbound roadways. The contract term remains unchanged, February 10, 2005, through February 1, 2008. The revised contract amount will be \$1,183,363.82. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Project limits are I-75 northbound and southbound, from Birch Run Creek to Bridgeport. Currently, the existing roadbed is in poor condition. MDOT is rehabilitating the Cass River bridges and replacing the bridges over Dixie Highway; improving the road surface, drainage and safety. Due to lack of resources (staff), the preliminary engineering for road design is going to be consulted out, while the bridges are being designed by Lansing Bridge Design.

Benefit: Improved safety and a safe smooth ride for the public; also, improvement to the poor freeways to meet MDOT freeway strategies.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing roadway is in poor condition, if it is not rehabilitated, the road will continue to deteriorate and will eventually fail, which would be a greater expense to repair. The poor road conditions lead to poor drainage and unsafe conditions. I-75 is a very heavily traveled route for commerce and tourism.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based for original contract; N/A for amendment.

New Project Identification: This is not a new project.

Zip Code: 48722.

19. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z8) under Contract (2005-0114) between MDOT and Tetra Tech MPS will provide for full construction engineering services to be performed on temporary crossovers and temporary widening of the shoulder for northbound and southbound M-10 (Lodge Freeway) from Lahser Road to Beck Road in the city of Southfield, Oakland County (CS 63081 - JN 83919A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 16, 2008. The authorization amount will be \$170,259.12. The contract term is March 16, 2005, through March 16, 2008. Source of Funds: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, and 2.27% City of Southfield Funds.

Purpose/Business Case: To provide for full construction engineering services to be performed on temporary crossovers and temporary widening of the shoulder for northbound and southbound M-10 (Lodge Freeway) from Lahser Road to Beck Road in the city of Southfield, Oakland County. This is the first of three parts for the total reconstruction of M-10 in the Southfield project. The temporary crossovers and temporary widening of the shoulder are required for adequate maintaining of traffic during the actual reconstruction, which will be authorized separately. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for construction engineering services to be performed on M-10 that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, and 2.27% City of Southfield Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined would result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48034.

20. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z6) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for construction engineering services to be performed on the detailed beam end inspections and for repair recommendations for nineteen structures in the Bay Region (CS 84914 - JN 83223). The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$183,548.95. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Purpose/Business Case:** This project is necessary to allow the Region Bridge Inspection staff to catch up on detailed beam end inspection throughout the Bay Region in a timely manner.
Benefit: Will provide for accurate information on bridge beam conditions to allow structural load capacity analysis and the updating of design load capacity where applicable.
Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: The bridges may be subject to stresses that are beyond the current load capacity.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 48601.
21. HIGHWAYS - IDS Engineering Services
Contract (2005-0368) between MDOT and Taiga Engineering, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
22. HIGHWAYS - IDS Engineering Services
Contract (2005-0370) between MDOT and Proudfoot Associates will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
23. HIGHWAYS - IDS Engineering Services
Contract (2005-0371) between MDOT and Wade-Trim/Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

24. HIGHWAYS - IDS Engineering Services
Contract (2005-0375) between MDOT and 5 Star Engineering, PC will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
25. HIGHWAYS - IDS Engineering Services
Contract (2005-0376) between MDOT and Northwest Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

26. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Amendatory Contract (2005-5273) between MDOT and the City of Lansing will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

PART A

The removal and replacement of structure B01 of 33-06-20, which carries Elm Street over the Grand River, Section 21, T4N, R2W, city of Lansing, Michigan; the reconstruction of the approaches to the structure for approximately 22 meters westerly and 19 meters easterly of the structure.

PART B

Nameplate installation work for structure B01 of 33-06-20, which carries Elm Street over the Grand River; approach work along Elm Street from 103 meters west of structure B01 of 33-06-20 easterly 81 meters and from 19 meters east of structure B01 of 33-06-20 easterly 66 meters; bike path paving work under structure B01 of 33-06-20 for 30 meters northerly and 30 meters southerly of the centerline of the structure.

The purpose of this amendment is to provide for utility relocation work and the associated increase in the estimated project cost for the Part A portion of the project. No changes were made to the Part B portion of the project.

Estimated Funds:

<u>PART A</u>	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$1,412,800	\$20,000	\$1,432,800
State Restricted Trunkline Funds	\$ 264,900	\$ 3,750	\$ 268,650
City of Lansing Funds	\$ 88,300	\$ 1,250	\$ 89,550
Total Funds	<u>\$1,766,000</u>	<u>\$25,000</u>	<u>\$1,791,000</u>

BRO 33006 – 53433; Ingham County
Amendment

Purpose/Business Case: To amend the original contract to provide for utility relocation work and the associated increase in the project cost for the Part A portion of the project.

Benefit: Utility relocation is required to rebuild the structure and is an eligible work item for reimbursement.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and City of Lansing Funds.

Commitment Level: 80% federal, 15% state, 5% City of Lansing for Part A; 100% City of Lansing for Part B; based on estimate.

Risk Assessment: With amendment, payment can be made for a work item that is eligible for reimbursement.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Original contract was for replacement of existing structure.

Zip Code: 48910.

27. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5290) between MDOT and the Village of Mackinaw City will provide for participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Non-motorized pathway work along abandoned railroad right-of-way from Shepler Drive to the south village limits.

Estimated Funds:

Federal Highway Administration Funds	\$50,840
Village of Mackinaw City	<u>\$12,710</u>
Total Funds	<u>\$63,550</u>

STE 16429 – 72193; Cheboygan County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Will provide for the construction of pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Village of Mackinaw City Funds.

Commitment Level: 80% federal up to \$50,840 and the balance by the Village of Mackinaw City; based on estimate.

Risk Assessment: Contract required in order for the Village to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49701.

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5315) between MDOT and the Otsego County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work along South Townline Road from Highway M-32 to Milbocker Road.

Estimated Funds:

State Restricted Economic Development Funds	\$489,800
Otsego County Road Commission Funds	<u>\$300,200</u>
Total Funds	<u>\$790,000</u>

EDA 69522 - 83615
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Otsego County Road Commission Funds.

* Denotes a non-standard contract/amendment

Commitment Level: 62% state up to \$490,000 and the balance by Otsego County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49735.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2005-5333) between MDOT and the Grand Traverse County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Build Michigan III Funds:

PART A

The widening from a two-lane roadway to a four-lane boulevard of Hartman Road from Highway US-31 to Cass Road, the construction of a new four-lane roadway and bridge from Cass Road to east of Keystone Road to connect Hartman Road and Hammond Road, and the widening to a four-lane and a five-lane roadway of Hammond Road from east of Keystone Road to Lafranier Road.

PART B

Widening work for a four-lane roadway along Three Mile Road from South Airport Road to Aero Park Drive and widening work for a five-lane roadway with curb and gutter along Three Mile Road from Aero Park Drive to Highway US-31/M-72.

The purpose of this amendment is to replace the individual capped amount of State Build Michigan III Funds for each part (\$13,400,000 for Part A and \$2,500,000 for Part B) with a total capped amount of State Build Michigan III Funds for the combined Parts A and B (\$15,900,000) and to revise the payment schedule. The project cost reflects the maximum amount in which the state will participate.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$9,100,000	\$6,800,000	\$15,900,000
Grand Traverse County Road Commission Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$9,100,000</u>	<u>\$6,800,000</u>	<u>\$15,900,000</u>

MBS 28459 – 59337, 59662

Amendment

Purpose/Business Case: Amend original contract to allow state funds to be shifted between the parts of the overall project and to revise the payment schedule.

Benefit: Will provide for the expenditure of unused funds that are available for the overall project.

Funding Source: State Build Michigan III Funds.

Commitment Level: 100% state up to an amount not to exceed a total of \$15,900,000 for the combined Parts A and B and the balance, if any, by Grand Traverse County Road Commission; based on low bid.

Risk Assessment: With amendment, MDOT follows through on its intent to pay for eligible items of work where funds are available.

Cost Reduction: N/A. (Original contract was for low bid and estimates reviewed to make sure reasonable and valid.)

Selection: N/A. (Original was for low bid.)

New Project Identification: N/A. (Original contract was to add lanes to existing roadways.)

Zip Code: 49686.

30.-32.*MULTI-MODAL - Novations

Amendatory Contracts listed below between MDOT, the Roscommon County Board of Commissioners, and the Roscommon County Transportation Authority will provide for the reassignment of contract responsibilities for the administration of public transportation services in Roscommon County from the Roscommon County Board of Commissioners to the Roscommon County Transportation Authority. The Roscommon County Board of Commissioners feels it is in the best interest of the residents of the County of Roscommon to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The dollar amounts, terms, and conditions of the contracts remain unchanged.

	<u>Contract</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
30.	*98-0608/A3	FY 1998 Federal Section 5309 Capital Discretionary Program	October 23, 1998 - October 22, 2001	\$78,215

Source of Funds: Federal Transit Administration Funds - \$62,572; FY 1992 State Restricted Comprehensive Transportation Funds - \$15,643.

	<u>Contract</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
31.	*2000-0418/A1	FY 2000 Federal Section 5311 Nonurbanized Area Formula Capital Program	August 11, 2000 - August 10, 2003	\$232,684

Source of Funds: Federal Transit Administration Funds - \$86,147; FY 2000 State Restricted Comprehensive Transportation Funds - \$21,537, Roscommon County Funds - \$125,000.

	<u>Contract</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
32.	*2001-0552/A1	FY 2001 Federal Section 5309 Capital Discretionary Program	September 14, 2001 - September 13, 2004	\$44,190

Source of Funds: Federal Transit Administration Funds - \$35,352; FY 1992 and FY 2002 State Restricted Comprehensive Transportation Funds - \$8,838.

Purpose/Business Case: To provide for the novation of contracts that provide federal and state funds for the administration of public transportation services in Roscommon County.

Benefit: Increased public safety through improved transportation infrastructure.

Source of Funds: Federal Transit Administration Funds- \$184,071; FY 1992, FY 2000, and FY 2002 State Restricted Comprehensive Transportation Funds - \$46,018; Roscommon County Funds - \$125,000.

Commitment Level: Contract amendment amounts are based on cost estimates.

Risk Assessment: The risk of not novating this contract is that public transportation services in Roscommon County could be reduced or eliminated, and services, if provided, would be less efficient.

Cost Reduction: Grant amounts are determined by FTA and are not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 48651.

* Denotes a non-standard contract/amendment

33. MULTI-MODAL - Section 5307 Program

Project Authorization (Z17) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA), located in Washtenaw County, will provide state matching funds in the form of toll credits for AATA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of automatic data processing hardware and software and shop equipment and will provide funding for the capital cost of contracting, preventive maintenance, and planning. The authorization will be in effect from June 9, 2005, through June 8, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,608,000. Toll credits in the amount of \$521,600 will be allocated as match for the grant. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,608,000.

Purpose/Business Case: To provide state matching funds in the form of toll credits for AATA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,608,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48104.

34. MULTI-MODAL - Transportation to Work

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0040) between MDOT and the City of Grand Haven will increase the authorization amount by \$30,000 in Michigan Department of Human Services (MDHS) (formerly Family Independence Agency) funding. This increase will be used to fund start-up costs for an additional Transportation to Work provider to meet increased demand in the area. The amount of MDOT funding remains unchanged at \$85,000; and the amount of Michigan Department of Labor and Economic Growth (MDLEG) funding remains unchanged at \$17,500. These funds are provided for operating costs incurred in providing for enhanced public transportation services as requested for Transportation to Work clients. The original authorization provides state matching funds for the Agency's FY 2005 Transportation to Work program grant. The authorization term remains unchanged, October 1, 2004, to September 30, 2005. The revised authorization amount will be \$200,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$85,000; MDHS Funds - \$97,500; MDLEG Funds - \$17,500.

Purpose/Business Case: To provide for an increase of \$30,000 in MDHS (formerly FIA) funding.

Benefit: Increased public transportation services.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$85,000; MDHS Funds - \$97,500; MDLEG Funds - \$17,500.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of transportation to work services.

Cost Reduction: Reimbursement is based on the costs of services provided.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49417.

35. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2002-0053) between MDOT and the Isabella County Transportation Commission (ICTC) will extend the authorization term by two years to allow sufficient time for the bus shelters line item to be completed. The extension is requested to allow time for major road construction work to be completed before the roadside passenger shelters are built. The original authorization provides state matching funds to ICTC's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be February 19, 2003, through February 18, 2008. The authorization amount remains unchanged at \$280,921. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$224,737; FY 2003 State Restricted Comprehensive Transportation Funds - \$56,184.

Purpose/Business Case: To provide for a two-year time extension to allow sufficient time for major road construction to be completed before the roadside passenger shelters are built.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$224,737; FY 2003 State Restricted Comprehensive Transportation Funds - \$56,184.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 48858.

36. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), located in Genesee County, will extend the authorization term by one year to allow MTA sufficient time to complete the project. The extension is requested due to delays in securing the subcontracts for the initial phase of construction. A non-selected subcontractor has lodged a protest, and MTA must go through a review process before proceeding with the project. The original authorization provides state matching funds for MTA's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 10, 2002, through September 9, 2006. The authorization amount remains unchanged at \$618,946. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$495,157; FY 2002 State Restricted Comprehensive Transportation Funds - \$123,789.

Purpose/Business Case: To provide for a one-year time extension to allow MTA sufficient time to complete the construction of a para-transit facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$495,157; FY 2002 State Restricted Comprehensive Transportation Funds - \$123,789.

* Denotes a non-standard contract/amendment

Commitment Level: Authorization revision amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is a time extension to an existing project.
Zip Code: 48503.

37. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z7/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), located in Genesee County, will extend the authorization term by one year to allow MTA sufficient time to complete the project. The extension is needed due to an unexpected delay by the manufacturer in securing chassis to build the transit buses. The original authorization provides state matching funds for MTA's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 9, 2002, through September 8, 2006. The authorization amount remains unchanged at \$1,299,413. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,039,530; FY 2002 State Restricted Comprehensive Transportation Funds - \$259,883.

Purpose/Business Case: To provide for a one-year time extension to allow MTA sufficient time to complete the purchase of up to five 35-foot buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds- \$1,039,530; FY 2002 State Restricted Comprehensive Transportation Funds - \$259,883.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 48503.

38. MULTI-MODAL - Section 5307 Program

Revised Project Authorization (Z19/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), located in Flint, will increase state matching funds by \$228,648, increase federal funds by \$914,592, and add line items for the acquisition of a fueling system, tires, and engine transmission replacements, for the construction of a service center, and for the engineering/design of a transfer center. In addition, funding for safety and security will be reduced by \$273,803, as the Federal Transit Administration will only allow a certain percentage of the funding to be used for safety and security, and MTA was over the percentage allowed. This revision will allow MTA to use the remainder of its FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program funds recently released by the Federal Transit Administration. The original authorization provides state matching funds for MTA's FY 2004 Section 5307 Urbanized Area Formula Capital Program. The authorization term remains unchanged, May 5, 2004, through May 4, 2007. The revised authorization amount will be \$5,024,700. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$4,019,760; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,004,940.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide state matching funds for the acquisition of a fueling system, tires, and engine transmission replacements; the construction of a service center; and the engineering/design of a transfer center and to reduce the safety/security line item funding.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$4,019,760; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,004,940.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not awarding this revision is that federal funds will be lost.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

39. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z2/R1) under Master Agreement (2002-0070) between MDOT and the City of Milan will add a vehicle locator system line item to the project, adjust funding between line items, and extend the authorization term by six months. The original authorization provides for the purchase of a van and a base station and antenna. The base station and antenna cost less than anticipated. This revision will allow the available federal and state funding to be used by the City for the purchase of a vehicle locator system for its newly completed transit facility. The time extension will allow sufficient time for the City to purchase the vehicle locator system and have it installed in its new transit facility prior to the expiration of the authorization. The original authorization provides state matching funds to the City's FY 2002 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be September 24, 2002, through March 23, 2006. The authorization amount remains unchanged at \$55,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds (FTA) - \$44,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$11,000.

Purpose/Business Case: To provide for the addition of a vehicle locator system line item to the project to adjust funding between line items, and to extend the authorization term by six months to provide sufficient time for the city to purchase and install the vehicle locator system.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$44,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$11,000.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not awarding this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48610.

40. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z2/R1) under Master Agreement (2002-0074) between MDOT and the City of Niles will extend the authorization term by six months to allow sufficient time for the City to complete the bus passenger shelter project portion of the original authorization. The project was delayed due to a change in the location of the shelter. The project has been bid out and awarded and the City is currently negotiating with the property owner. The original authorization provides state matching funds for the City's FY 1999, FY 2000, and FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be August 28, 2002, through February 27, 2006. The authorization amount remains unchanged at \$695,549. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$528,391; FY 2003 State Restricted Comprehensive Transportation Funds - \$138,810; City of Niles Funds - \$28,348.

Purpose/Business Case: To provide a six-month time extension to permit completion of the bus passenger shelter project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds- \$528,391; FY 2003 State Restricted Comprehensive Transportation Funds - \$138,810; City of Niles Funds - \$28,348.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 49120.

41. *MULTI-MODAL – Novation of Authorizations

Amendatory Contract (2002-0081/A1) between MDOT, the Roscommon County Board of Commissioners, and the Roscommon County Transportation Authority will provide for the reassignment of contract responsibilities for the administration of public transportation services in Roscommon County from the Roscommon County Board of Commissioners to the Roscommon County Transportation Authority for the project authorizations listed below. The Roscommon County Board of Commissioners feels it is in the best interest of the residents of the County of Roscommon to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The dollar amounts, terms, and conditions of the project authorizations remain unchanged.

<u>Orig. Proj. Auth.</u>	<u>New Proj. Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
2002-0081/Z4	2005-0345/Z2	FY 2003	November 25, 2003	\$25,000
		Section 5311	November 24, 2006	
		Nonurbanized		
		Area Formula		
		Capital Program		

Source of Funds: Federal Transit Administration Funds: \$20,000; FY 2004 State Restricted Comprehensive Transportation Funds: \$5,000.

<u>Orig. Proj. Auth.</u>	<u>New Proj. Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
2002-0081/Z6	2005-0345/Z3	FY 2004	September 14, 2004	\$126,750
		Section 5311	September 13, 2007	
		Nonurbanized		
		Area Formula		
		Capital Program		

Source of Funds: Federal Transit Administration Funds: \$101,400; FY 2002 State Restricted Comprehensive Transportation Funds: \$25,350.

<u>Orig. Proj. Auth.</u>	<u>New Proj. Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
2002-0081/Z7	2005-0345/Z4	FY 2004	September 14, 2004 -	\$72,885
		Section 5311	September 13, 2007	
		Nonurbanized		
		Area Formula		
		Capital Program		

Source of Funds: Federal Transit Administration Funds: \$58,308; FY 2002 State Restricted Comprehensive Transportation Funds: \$14,577.

<u>Orig. Proj. Auth.</u>	<u>New Proj. Auth.</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
2002-0081/Z8	2005-0345/Z5	FY 2005	October 1, 2004	\$141,283
		Section 5311	September 30, 2005	
		Nonurbanized		
		Area Formula		
		Operating Program		

Source of Funds: Federal Transit Administration Funds: \$141,283.

Purpose/Business Case: To provide for the novation of project authorizations that provide federal and state funds for the administration of public transportation services in Roscommon County.

Benefit: All public transportation in Roscommon County will be coordinated by one agency.

Funding Source: Federal Transit Administration Funds - \$320,991; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$44,927.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not novating these authorizations is that public transportation services in Roscommon County could be reduced or eliminated, and services, if provided, would be less efficient.

Cost Reduction: Grant amounts are determined by FTA and are not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 48651.

42. MULTI-MODAL - Section 5307 Program/CMAQ

Project Authorization Revision (Z8/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transportation in Macomb, Wayne, Oakland, and Monroe Counties, will extend the authorization term by one year to allow SMART sufficient time to take delivery of replacement buses. The extension is requested because the manufacturer experienced production delays, preventing SMART from taking delivery of the vehicles before the authorization expiration date. The original authorization provides state matching funds for SMART's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program/Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be August 16, 2002, through August 15, 2006. The authorization amount remains unchanged at \$1,609,610. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,287,688; FY 2002 State Restricted Comprehensive Transportation Funds - \$321,922.

Purpose/Business Case: To provide for a one-year time extension to allow the agency sufficient time to take delivery of replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,287,688; FY 2002 State Restricted Comprehensive Transportation Funds - \$321,922.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 48226.

43. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z20/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides public transportation service in Wayne, Oakland, Macomb, and Monroe Counties, will add a line item for preventive maintenance and will adjust line item amounts. Due to changing priorities, SMART will be deferring some facility renovation projects and will use the funding for the continuation of its current preventive maintenance program. This change has been approved by the Federal Transit Administration. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, September 20, 2004, through September 19, 2007. The authorization amount remains unchanged at \$6,674,756. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$5,339,805; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,334,951.

Purpose/Business Case: To add a line item for preventive maintenance and adjust line item amounts.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$5,339,805; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,334,951.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

44. MULTI-MODAL - Section 5307 Program/CMAQ

Project Authorization Revision (Z25/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit services in Macomb, Wayne, Oakland, and Monroe Counties, will reduce federal funds by \$413,778, reduce state funds by \$103,444, and adjust the number of buses to be purchased. Due to changing budget needs, SMART is revising the project scope and moving federal funding from capital purchases, which have a 20 percent state match, into operating services, which have no state match. The revision also increases the number of small replacement buses from seven to sixteen, and reduces the number of small expansion buses from twelve to one. The revision has been approved by the local task force. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program/Congestion Mitigation and Air Quality Improvement Program grant. The authorization term remains unchanged, July 21, 2004, through July 20, 2007. The revised authorization amount will be \$1,218,733. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$974,986; FY 2002 State Restricted Comprehensive Transportation Funds - \$243,747.

Purpose/Business Case: To provide for a reduction in federal funds of \$413,778, a reduction in state funds of \$103,444, an increase in the number of small replacement buses to be purchased, and a decrease in the number of small expansion buses to be purchased.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$974,986; FY 2002 State Restricted Comprehensive Transportation Funds - \$243,747.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is that federal funds will not be available for needed transit operating.

Cost Reduction: State funds are being reduced by \$103,444.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

45. MULTI-MODAL - Section 5309 Program

Project Authorization (Z28) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Macomb, Oakland, Wayne, and Monroe Counties, will provide state matching funds for SMART's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of up to forty small buses, for preventive maintenance, for maintenance facility rehabilitation/renovation, and for facility renovation in Monroe County. The authorization will be in effect from May 4, 2005, through May 3, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,773,465. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,218,772; FY 2002 State Restricted Comprehensive Transportation Funds - \$554,693.

Purpose/Business Case: To provide state matching funds for SMART's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of up to forty small buses, preventive maintenance, maintenance facility rehabilitation/renovation and facility renovation in Monroe County.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,218,772; FY 2002 State Restricted Comprehensive Transportation Funds - \$554,693.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risks of not approving this authorization are the loss of federal funds and the inability to complete the needed transit improvements.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

46. MULTI-MODAL - Time Extension

Amendatory Contract (2002-0576/A1) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the contract term by one year to allow DDOT sufficient time to complete the project. An extension is needed due to a delay in obtaining subcontract approvals for one of the subrecipients and because another subrecipient is still in the process of purchasing its vehicle. The original contract provides state matching funds for DDOT's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised contract term will be August 12, 2002, through August 11, 2006. The contract amount remains unchanged at \$603,670. Source of Funds: Federal Transit Administration Funds - \$482,936; FY 2002 State Restricted Comprehensive Transportation Funds - \$120,734.

Purpose/Business Case: To provide for a one-year time extension to allow DDOT sufficient time to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$482,936; FY 2002 State Restricted Comprehensive Transportation Funds - \$120,734.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to a existing project.

Zip Code: 48207.

* Denotes a non-standard contract/amendment

47. MULTI-MODAL - Time Extension

Amendatory Contract (2002-0595/A1) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides service in Macomb, Wayne, Oakland, and Monroe Counties, will extend the contract term by one year to allow SMART sufficient time to complete the project. An extension is needed due to a change in the type of vehicle required for one subrecipient, a delay in vehicle delivery for another subrecipient, and a delay in radio equipment installation for a third subrecipient. The original contract provides state matching funds for SMART's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised contract term will be August 12, 2002, through August 11, 2006. The contract amount remains unchanged at \$904,845. Source of Funds: Federal Transit Administration Funds - \$723,876; FY 2002 State Restricted Comprehensive Transportation Funds - \$180,969.

Purpose/Business Case: To provide for a one-year time extension amendment to allow SMART sufficient time to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$723,876; FY 2002 State Restricted Comprehensive Transportation Funds - \$180,969.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

48. MULTI-MODAL - Time Extension

Amendatory Contract (2002-0596/A1) between MDOT and the Thunder Bay Transportation Corporation (TBTC), which provides public transportation services in Alcona, Alpena, and Montmorency Counties, will extend the contract term by one year. This extension will allow sufficient time for TBTC to complete coordination between local and state agencies regarding tower locations and to complete the purchase of communication equipment. The extension is needed due to delays in implementing radio frequencies and securing tower locations. The original contract provides state matching funds to TBTC's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised contract term will be August 12, 2002, through August 11, 2006. The contract amount remains unchanged at \$323,855. Source of Funds: Federal Transit Administration Funds - \$259,084; FY 2002 State Restricted Comprehensive Transportation Funds - \$64,771.

Purpose/Business Case: To provide for a one-year time extension to allow sufficient time for TBTC to complete coordination between local and state agencies regarding tower locations and to complete the purchase of communication equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$259,084; FY 2002 State Restricted Comprehensive Transportation Funds - \$64,771.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: Failure to complete the project could result in compromised public safety and the loss of federal funds. This system will improve automated dispatch over a three-county area and be coordinated with the Michigan State Police system.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49707.

* Denotes a non-standard contract/amendment

49. MULTI-MODAL - Transportation To Work Program

Authorization Revision (Z8/R1) under Master Agreement (2002-0693) between MDOT and the St. Joseph County Transportation Authority will extend the authorization term by three months to allow sufficient time for the agency to complete the purchase of the revenue vehicles. The project was delayed because the vehicles to be purchased are not available through the state's extended purchase program and will need to be purchased locally. The additional time is needed for the bidding and third-party contracting processes. The original authorization provides state matching funds for the Authority's FY 2005 Transportation to Work Program. The revised authorization term will be October 1, 2004, through December 31, 2005. The authorization amount remains unchanged at \$95,048. The term of the master agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$72,724; Michigan Department of Labor and Economic Growth (MDLEG) Funds: \$11,162; and Michigan Department of Human Services (MDHS) (formerly Family Independence Agency) Funds: \$11,162.

Purpose/Business Case: To provide a three-month time extension for the completion of the purchase of the revenue vehicles.

Benefit: Increased public transportation services.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$72,724; MDLEG Funds: \$11,162; and MDHS Funds: \$11,162.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of transportation to work services.

Cost Reduction: Reimbursement is based on the cost of services provided.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 49093.

50. MULTI-MODAL - Time Extension

Amendatory Contract (2003-0077/A1) between MDOT and the City of Jackson will extend the contract term by one year to allow the City sufficient time to complete Phase II and Phase III of the multi-modal transportation facility study. The Phase II portion of the study as prepared by the consultant included the proposed construction of an overhead grade crossing structure and additional track work, which the City and MDOT representatives later determined to be beyond the scope of the study. The consultant had included the aforementioned work in the belief that a more futuristic forecast was required. After discussion between the parties, the consultant agreed to rewrite the Phase II report at no additional cost and to use the new direction given by the study committee. The time extension is needed to allow the study committee sufficient time to review the revised Phase II preliminary report and to provide the consultant adequate time to prepare and issue the final Phase III report. The original contract provides state matching funds for a multi-modal transportation facility feasibility study for the City of Jackson. The revised contract term will be August 22, 2003, through August 21, 2006. The contract amount remains unchanged at \$100,000. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$50,000; City of Jackson Funds - \$50,000.

Purpose/Business Case: To provide for a one-year time extension to allow the completion of the feasibility study.

Benefit: Determine the feasibility for creating a single multi-modal transportation facility for the City of Jackson, the Jackson Transportation Authority, and Amtrak.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$50,000; City of Jackson Funds - \$50,000.

Commitment Level: The contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the possibility of not receiving a completed study report.

Cost Reduction: Grant amount has been determined and is not negotiable.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49201.

51. ***MULTI-MODAL - Extend Term, Change Report Dates**

Amendatory Contract (2003-0586/A1) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will extend the contract term and the report due dates by one year to allow sufficient time for the agency to complete the project. The time extension is necessary because approval of SEMCOG's third-party agreement encountered unforeseen delays. The extension of the report due dates will align these dates with the revised contract expiration date. The original contract provides state matching funds to the Federal Highway Administration High Priority Project funding for the melding of the Ann Arbor to Downtown Detroit Commuter Rail Study and the Detroit to Metro Airport Commuter Rail Study into the Southeast Michigan Commuter Rail Study. This corridor study will encompass an Alternative Analysis and preparation of the Draft Environmental Impact Statement. This phase of the project will produce sufficient data to prepare the application to the Federal Transit Administration's (FTA) New Starts program. The revised contract term will be November 19, 2003, through September 30, 2006. The contract amount remains unchanged at \$3,509,000. Source of Funds: Federal Highway Administration Funds - \$2,807,200; FY 2003 State Restricted Comprehensive Transportation Funds - \$701,800.

Purpose/Business Case: The purpose of this extension is to give the consultant sufficient time to complete the Alternative Analysis and Draft Environmental Impact statement for this study. The completion of this work is necessary in order to prepare the application for the FTA's New Starts program.

Benefit: The work on this project was initially delayed as the approval for SEMCOG's third-party agreement encountered unforeseen delays. This extension will provide adequate time for the completion of this work.

Funding Source: Federal Highway Administration Funds - \$2,807,200; FY 2003 State Restricted Comprehensive Transportation Funds - \$701,800.

Commitment Level: The contract amount is based on cost estimates.

Risk Assessment: This extension is necessary so the consultant will have sufficient time to complete the tasks outlined in the work plan. If this extension is not granted, a New Starts application will not be able to be completed.

Cost Reduction: The extension of this contract will not require additional funds and will allow the project to proceed with continuity.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

52. MULTI-MODAL - Time Extension

Amendatory Contract (2004-0473/A1) between MDOT and the Grand Valley Metropolitan Council (GVMC) will extend the contract term by one year to allow GVMC sufficient time to complete the project. The extension is necessary because the main staff person from GVMC, who served as Westrain Collaborative's chairperson, relocated to Indiana. This staff change interrupted the initial marketing plan but will allow Westrain the ability to extend its marketing program into FY 2006. The original contract provides state funds for a local marketing program for rail passenger service in West Michigan (Grand Rapids - Chicago). GVMC is acting as an agent for Westrain Collaborative which is comprised of representatives from West Michigan communities collectively engaged in the promotion of rail passenger service in West Michigan. The revised contract term will be September 9, 2004, through September 30, 2006. The contract amount remains unchanged at \$112,000. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$100,800; Grand Valley Metropolitan Council Funds - \$11,200.

Purpose/Business Case: To provide for a one-year time extension for GVMC to complete a local marketing program for rail passenger service in West Michigan (Grand Rapids - Chicago).

Benefit: Continued increasing public awareness of rail service in West Michigan. This extension will allow for the reassignment of the chairperson's duties and also allow Westrain to stretch its marketing dollars. The marketing efforts on this line are extremely successful as the ridership on this rail passenger service continues to grow.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$100,800; Grand Valley Metropolitan Council Funds - \$11,200.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this extension is not awarded, Westrain will be unable to complete its marketing efforts and expend the available funds. A lack of marketing could result in lower ridership on this rail service, which would negatively affect revenue. Lower revenue will increase the operating subsidy request from Amtrak.

Cost Reduction: The Westrain Collaborative has received the same annual funding since FY 1998. This extension will allow the Westrain Collaborative to stretch its FY 2004 dollars into FY 2006.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

53. MULTI-MODAL - Time Extension

Amendatory Contract (2005-0020/A1) between MDOT and the City of Mackinac Island will extend the contract term by one year to allow the City sufficient time to complete the project. Due to unanticipated delays in the award of the contract, insufficient time remains to bid and complete the project prior to contract expiration. The original contract provides state funding to repair the British Landing dock located at Mackinac Island State Park. The revised contract term will be May 12, 2005, through September 30, 2006. The contract amount remains unchanged at \$130,000. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$130,000.

Purpose/Business Case: To provide for a one-year time extension to allow the City sufficient time to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$130,000.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, the project will not be completed and the dock will continue to sustain damage from ferries during high seas.

Cost Reduction: Project will be competitively bid.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49757.

* Denotes a non-standard contract/amendment

54. *MULTI-MODAL - Section 1010 Program

Contract (2005-0360) between MDOT and the National Railroad Passenger Corporation will provide Federal Section 1010 Program funding of \$55,720 for infrastructure work on the Detroit-Chicago High Speed Rail Corridor. The contract will provide for the removal and relocation of a spur track from the village of Galien to a location outside of the village limits. In conjunction with the spur track removal, the public grade crossing at Grant Street (NI #545-574-W) will be closed and the accompanying crossing materials and automatic warning devices will be removed. This project is undertaken in an effort to increase safety and decrease travel times on the federally-designated Detroit - Chicago High Speed Rail Corridor. The contract will be in effect from the date of award through December 31, 2006. The contract amount will be \$55,720. Source of Funds: Federal Highway Administration Funds - \$55,720.

Purpose/Business Case: This contract will provide Federal Section 1010 Program funding for the removal and relocation of a spur track and the closing of the public grade crossing at Grant Street in the village of Galien.

Benefit: Closing a road and grade crossing will eliminate any future possibility of a car/train crash at this location. Relocating a mainline switch outside of the downtown business district will reduce the possibility of extensive structural damage in the event of a derailment compared to a rural grade crossing. The beauty of the business district will be improved by no longer having unsightly rail cars and/or track equipment stored for long periods of time on the village's main thoroughfare.

Funding Source: Federal Highway Administration Funds - \$55,720.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this contract is not awarded, the opportunity to eliminate a public grade crossing on a high-speed corridor could be lost. Grade crossing closures are part of a state and federal initiative to eliminate 25 percent of all active public crossings to improve rail/highway safety nationwide. This work is part of the overall project to make improvements in the village of Galien in cooperation with the village's agreement to close Grant Street.

Cost Reduction: The costs have been reviewed by MDOT's Rail Passenger Section and found to be reasonable for the required work.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49113.

55. *MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2004-0320/A1) between MDOT and the Menominee/Marinette Twin County Airport Commission (MMTCAC) will add federal and state grant funds to the project to cover the costs to replace the soft clay found on the construction site with sand backfill and will increase the contract amount by \$34,722. The original contract provides for the construction of aprons and a taxiway at the Menominee/Marinette Twin County Airport in Menominee, Michigan. The contract term remains unchanged, June 18, 2004, through June 17, 2024. The revised contract amount will be \$410,167. Source of Funds: Federal Aviation Administration Funds - \$373,573; State Restricted Aeronautics Funds - \$20,900; MMTCAC Funds - \$15,694.

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$345,795	\$27,778	\$373,573
State Restricted Aeronautics Funds	\$ 14,674	\$ 6,226	\$ 20,900
MMTCAC Funds	\$ 14,976	\$ 718	\$ 15,694
Total	<u>\$375,445</u>	<u>\$34,722</u>	<u>\$410,167</u>

Purpose/Business Case: To provide for a change in service and to cover the costs to replace the soft clay found during construction with sand backfill.

Benefit: The excavation of the existing clay and replacement with sand backfill is necessary to ensure a structurally sufficient pavement section to support aircraft using the apron and taxiway.

Funding Source: Federal Aviation Administration Funds - \$373,573; State Restricted Aeronautics Funds - \$20,900; MMTAC Funds - \$15,694 Contract Total - \$410,167.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risks of not awarding the amendment are the loss of federal funding for this project and delay of the construction project, which cannot move forward without replacement of the soft clay with sand backfill.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49858.

56. ***MULTI-MODAL (Aeronautics) - Increase Amount**

Amendatory Contract (2004-0404/A1) between MDOT and the Township of Bois Blanc will increase the contract amount by \$910,000 due to higher than anticipated bids on the project. The original contract provides for the construction of the relocation of a road and for the construction of a runway, taxiway, and apron (including electrical work) at the Bois Blanc Island Airport in Pointe Aux Pins, Michigan. The contract term remains unchanged, August 6, 2004, through August 5, 2024. The revised contract amount will be \$1,900,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$ 891,000	\$ 819,000	\$ 1,710,000
Township of Bois Blanc Funds	\$ 99,000	\$ 91,000	\$ 190,000
Total	<u>\$ 990,000</u>	<u>\$ 910,000</u>	<u>\$ 1,900,000</u>

Purpose/Business Case: To provide for an increase in funds in order to cover higher than anticipated project costs. This is a unique site, and it was difficult to estimate costs. During the bid process, all contractors stated that access to the island would be difficult for transporting equipment and supplies because the water is not deep enough to get a normal barge into the marina and the ferry to the island is not large enough to transport the large equipment. The contractor will have to modify the ferry to transport the equipment. Additionally, the local aggregate base that will be used for the project requires clearing of trees and grubbing prior to accessing the material. Since this is Michigan Department of Natural Resources property, a royalty fee for cutting the trees and using the aggregate is required. These unforeseen costs were not included in the engineer's estimate.

Benefit: This project will increase the level of safety for all users and provide for year-round air access to and from the island by having a paved and lighted runway and taxiway.

Funding Source: Federal Aviation Administration Funds - \$1,710,000; State Restricted Aeronautics Funds - \$190,000; Contract Total - \$1,900,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the project could not be completed. The Township could not fund this project without state participation.

Cost Reduction: The project was bid through MDOT and awarded to the lowest bidder. There were four bidders.

Selection: N/A.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49775.

57. *MULTI-MODAL (Aeronautics) - Install and Operate a Weather Briefing System
Contract (2005-0367) between MDOT, the City of West Branch, and the Ogemaw County Board of Commissioners will provide for the installation and operation of a weather briefing system at the West Branch Community Airport in West Branch, Michigan. The contract will be in effect from the date of award through fifteen years. The City of West Branch and Ogemaw County will pay MDOT 10 percent of the cost to install the system and 50 percent of the cost to operate the system upon being invoiced by MDOT. The cost to install the weather briefing system is estimated at \$1,500. The annual cost to operate the system is estimated at \$1,500. Source of Funds: 90% State Restricted Aeronautics Funds and 10% Ogemaw County Funds for the cost of the installation of the weather briefing system; 50% State Restricted Aeronautics Funds and 50% Ogemaw County Funds for the operating costs.

Purpose/Business Case: To provide for the installation and operation of a weather briefing system, which will enhance the safety and efficiency of flights in the West Branch area. The contract establishes the responsibilities for cost sharing and operation of the system.

Benefit: The weather briefing system provides pilots with direct access to the latest weather information from any reporting station in the country. It provides accurate text and graphical weather information so pilots can make informed decisions on flight routing, timing, and whether or not it is safe to make the flight.

Funding Source: 90% State Restricted Aeronautics Funds and 10% City of West Branch/Ogemaw County Funds for the cost of the installation of the weather briefing system; 50% State Restricted Aeronautics Funds and 50% City of West Branch/Ogemaw County Funds for the operating costs.

Commitment Level: Local costs for the operation are based on current established contract pricing from outside vendors who provide services of weather data dissemination. Local costs for the installation of the weather briefing system are based on our experience with installing these systems at several other airports.

Risk Assessment: The risks of not awarding the contract are reduced safety to pilots, reduced efficiency of flights in the West Branch area, and reduced economic benefit to the community.

Cost Reduction: The operating cost is established by outside vendors for services they provide in association with the system in this community and throughout the state. Any cost reduction or increase by these vendors is passed on to the City of West Branch and Ogemaw County without negotiations. The contract allows for these changes to the contract costs.

Selection: N/A.

New Project Identification: This is for the installation and operation of a new weather briefing system.

Zip Code: 48661.

58. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program
Contract (2005-0372) between MDOT and the Wayne County Airport Authority (WCAA) will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Willow Run Airport in Detroit, Michigan. The contract will be in effect from the date of award through one year. The estimated project amount will be \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; WCAA Funds - \$2,222.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and better understanding of schedules, destinations, and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: State Restricted Aeronautics Funds - \$20,000; WCAA Funds - \$2,222. Contract Total - \$22,222.

Commitment Level: Actual costs are reimbursed up to the maximum amount of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished, as the local airport sponsor could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

Selection: N/A.

New Project Identification: This is a new project under the Air Service Program.

Zip Code: 48198.

59. **MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment /Air Service Program**
Contract (2005-0373) between MDOT and the Wayne County Airport Authority (WCAA) will provide for a grant under the Air Service Program for the improvement of hangar one restroom facilities, improvement of lighting, repair and painting of walls, installation of new ceiling tiles, and the renovation of the old Federal Aviation Administration's Tower Cab on the fifth floor at the Willow Run Airport in Detroit, Michigan. The contract will be in effect from the date of the award through three years. The cost of the project is estimated at \$43,340. Source of Funds: State Restricted Aeronautics Funds - \$39,400; WCAA Funds - \$3,940.

Purpose/Business Case: Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

Benefit: The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

Funding Source: State Restricted Aeronautics Funds - \$39,400; WCAA Funds - \$3,940; Contract Total - \$43,340.

Commitment Level: Actual costs are reimbursed up to the maximum amount of the contract.

Risk Assessment: If the contract is not awarded, certain facility enhancement projects would not be accomplished as the local airport could not afford to complete the project without state assistance, and the availability of federal funds would be uncertain.

Cost Reduction: Project is reviewed by MDOT project manager for further cost savings.

Selection: N/A.

New project Identification: This is for terminal building modifications at an existing facility.

Zip Code: 48198.

60. **MULTI-MODAL (Aeronautics) - Construction of Airport Improvements**
Contract (2005-0377) between MDOT and the City of Sault Ste. Marie will provide state grant funds for the construction of the runway safety area and part 77 grading and windcone relocation and for engineering work for wetland delineation at the Sault Ste. Marie Municipal-Sanderson Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$140,000. Source of Funds: State Restricted Aeronautics Funds - \$126,000; City of Sault Ste. Marie Funds - \$14,000.

Purpose/Business Case: To provide for the construction work and wetland delineation for the runway safety area and part 77 grading and relocation of the existing windcone at the Sault Ste. Marie Municipal-Sanderson Airport in Sault Ste. Marie, Michigan.

Benefit: The runway safety area and part 77 grading will allow for better maintenance of the area and reduce animal habitat on the airport property. Several trees will also be removed to provide clearances to part 77 surfaces.

The existing windcone will be relocated onto airport property as it is currently located in the newly developed industrial park adjacent to the airport. The windcone needs to be relocated in the vicinity of the new terminal area.
Funding Source: State Restricted Aeronautics Funds - \$126,000; City of Sault Ste. Marie Funds - \$14,000; Contract Total - \$140,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is rehabilitation of an existing facility.

Zip Code: 49783.

61. MULTI-MODAL (Aeronautics) - Construct Partial Parallel Taxiway

Contract (2005-0378) between MDOT and the Cheboygan Airport Authority will provide federal and state grant funds for the construction of a partial parallel taxiway at the Cheboygan County Airport in Cheboygan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$425,000. Source of Funds: FAA Funds (via block grant) - \$342,500; State Restricted Aeronautics Funds - \$71,250; Cheboygan Airport Authority Funds - \$11,250.

Purpose/Business Case: To provide for the construction of a partial parallel taxiway.

Benefit: Will increase the efficiency of the airport by reducing traffic on the runway.

Funding Source: FAA Funds (via block grant) - \$342,500; State Restricted Aeronautics Funds - \$71,250; Cheboygan Airport Authority Funds: \$11,250; Contract Total - \$425,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49721.

62. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2005-0374) between MDOT and the Oceana County Road Commission will transfer jurisdiction of portions (9.51 miles total distance) of Old US-31 in Oceana County. Jurisdiction will transfer from MDOT to the county upon the date of award. Source of Funds: State Restricted Trunkline Funds - \$1,919,000.

Purpose/Business Case: To transfer jurisdiction of the roadway segment from MDOT to the Oceana County Road Commission. Jurisdictional transfers of old, unsigned state trunklines are made under the authority of P.A. 296 of 1969.

Benefit: P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the old state trunkline no longer serves a state trunkline purpose. Jurisdictional transfers of old state trunklines to a county (1) place the roadways at the correct levels of responsibility in terms of how the roadways function for the local communities; and (2) free up future MDOT maintenance and improvement resources for signed state trunklines that serve statewide purposes.

Funding Source: State Restricted Trunkline Funds - \$1,919,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on its inventory of state roads. Over time, the costs of retaining old, unsigned roadways will outweigh any contract costs of performing the jurisdictional transfers in the future.

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

Selection: N/A.

New Project Identification: The contract is for the as-is transfer of an existing roadway - no new construction or project is included in the contract.

Zip Code: 49420.

BID LETTING

STATE PROJECTS

63. LETTING OF JULY 08, 2005
PROPOSAL 0507024
PROJECT IM 77111-81277
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 29, 2005

ENG. EST.
\$ 3,181,281.77

LOW BID
\$ 2,893,555.16

% OVER/UNDER EST.
-9.04 %

5.28 mi of temporary hot mix asphalt widening and construction of 6 temporary hot mix asphalt crossovers on I-94 from south of Gratiot Road to south of Griswold Road, St. Clair County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Raymond Excavating Company	\$ 2,893,555.16	Same	1 **
Dan's Excavating, Inc.	\$ 2,971,532.59	Same	2
Fisher Contracting Company	\$ 3,037,545.23	\$ 3,037,485.23	3
John Carlo, Inc.	\$ 3,089,256.91	Same	4
Angelo Iafrate Construction Company	\$ 3,121,808.16	Same	5
Pamar Enterprises, Inc.	\$ 3,344,556.72	Same	6
Ajax Paving Industries, Inc.	\$ 3,460,620.56	Same	7
Teltow Contracting, Inc.			
ABC Paving Company			
Cadillac Asphalt, LLC.			

7 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

81277A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48060.

65. LETTING OF JULY 08, 2005
 PROPOSAL 0507048
 PROJECT MG 30032-75182, ETC
 LOCAL AGRMT. 05-5137, 05-5180
 START DATE - SEPTEMBER 06, 2005
 COMPLETION DATE - SEPTEMBER 22, 2006

ENG. EST. \$ 2,762,956.01
 LOW BID \$ 2,805,216.76
 % OVER/UNDER EST. 1.53 %

0.52 mi of hot mix asphalt roadway reconstruction, concrete curb and gutter, storm sewer, watermain, signal upgrade and reconstruction of railroad crossing on M-99 east of Lewis Street northerly to north of Fayette Street, 0.78 mi of hot mix asphalt cold milling and resurfacing, intermittent concrete curb and gutter, and reconstruction of railroad crossing on Hillsdale Street from M-99 north to Barber Drive, and railroad crossing reconstruction and hot mix asphalt paving on M-99 east of Lewis Street and detour route (Lewis Street from M-99 south to Spring Street and Spring Street from Lewis Street east to M-99) in the city of Hillsdale, Hillsdale County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 2,805,216.76	Same	1 **
Milbocker and Sons, Inc.	\$ 3,012,418.74	Same	2
C & D Hughes, Inc.	\$ 3,123,744.52	Same	3
Miller Bros. Const., Inc.	\$ 3,325,167.05	Same	4
Gerken Paving, Inc.			
Michigan Paving & Materials Co.			
Nashville Construction Company			
Bailey Excavating, Inc.			
Dunigan Brothers, Inc.			
Mead Bros. Excavating, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of two programs: MDOT's Road Preservation Program and the Railroad Crossing Program. MDOT's Road Preservation Program's goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The treatments and philosophy will increase these benefits.

Funding Source:

75182A
 Federal Highway Administration Funds 81.35 %

City of Hillsdale	3.77 %
State Restricted Trunkline Funds	14.88 %
80670A	
Federal Highway Administration Funds	76.90 %
City of Hillsdale	23.10 %
81218A	
Federal Highway Administration Funds	100 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. Loss of dedicated Federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation/reconstruction of existing railroad crossing.

Zip Code: 49242.

66. LETTING OF JULY 08, 2005
 PROPOSAL 0507049
 PROJECT MG 73051-72911
 LOCAL AGRMT.
 START DATE - AUGUST 08, 2005
 COMPLETION DATE - MAY 15, 2008

ENG. EST.
 \$ 1,127,283.03

LOW BID
 \$ 889,478.00

% OVER/UNDER EST.
 -21.10 %

102.49 acres of Wetland Mitigation Site including earth berm, controlled outfall, seeding and plantings on Curtis Road south side at the Bishop Road intersection at the Little Prairie Hunt Club, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bourdow Trucking Company	\$ 889,478.00	Same	1 **
L.J. Construction, Inc.	\$ 1,032,438.50	Same	2
Rohde Brothers Excavating, Inc.	\$ 1,045,512.21	Same	3
Champagne and Marx Excavating, Inc.	\$ 1,050,173.34	Same	4
DeAngelis Landscape, Inc.	\$ 1,073,553.00	Same	5
Fisher Contracting Company	\$ 1,113,992.98	Same	6
Tri-Valley Landscaping, Inc.	\$ 1,285,199.00	Same	7
3-S Construction, Inc.	\$ 1,489,546.81	Same	8
Maclean Construction Company			
Cordes Excavating, Inc.			
Milbocker and Sons, Inc.			
D & R Earthmoving, LLC			
M & M Excavating Co., Inc.			
D. J. McQuestion & Sons, Inc.			
C. R. Hunt Construction Company			
Wooten Contracting Co.			
Melco, Inc.			
Zito Construction Co.			

8 Bidders

Purpose/Business Case: Wetland Mitigation funds transportation projects that create wetlands to replace those impacted by related projects. These related projects may have been previously constructed or are to be constructed in the future.

Benefit: Adherence to existing Federal and State environmental laws, regulations and guidelines.

Funding Source:

72911A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and inability to award and construct related projects.

Cost Reduction: Cost savings would be those realized on the related project that impacted the existing wetlands.

Selection: Low bid.

New Project Identification: Replacement of wetlands.

Zip Code: 48601.

67. LETTING OF JULY 08, 2005
 PROPOSAL 0507050
 PROJECT M 51012-83991
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - 6 working days

ENG. EST.	LOW BID
\$ 155,242.00	\$ 125,033.10
% OVER/UNDER EST.	
	-19.46 %

2.69 mi of overband crack fill and single course
 microsurfacing on US-31 from north of M-55 northerly to
 south of M-22, Manistee County.

A 2005 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Terry Construction, Inc.	\$ 125,033.10	Same	1 **
Strawser Incorporated	\$ 154,541.00	Same	2
Municipal Construction Inc.	\$ 166,807.60	Same	3

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

83991A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49660.

68. LETTING OF JULY 08, 2005
 PROPOSAL 0507051
 PROJECT M 38061-81349
 LOCAL AGRMT. 05-5228
 START DATE - SEPTEMBER 06, 2005
 COMPLETION DATE - SEPTEMBER 30, 2005

ENG. EST. \$ 106,407.78
 LOW BID \$ 103,338.91
 % OVER/UNDER EST. -2.88 %

0.08 mi of widening for eastbound right turn flare on M-60
 at Emerson Road, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 104,938.91	\$ 103,338.91	1 **
Bailey Excavating, Inc.	\$ 107,873.68	Same	2
Aggregate Industries-Central Region	\$ 123,963.21	\$ 123,108.21	3
C & D Hughes, Inc.	\$ 130,830.01	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

81349A

State Restricted Trunkline Funds

92.82 %

Spring Arbor Township

7.18 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49201.

69. LETTING OF JULY 08, 2005
 PROPOSAL 0507052
 PROJECT STE 68012-72356
 LOCAL AGRMT. 03-5626
 START DATE - SEPTEMBER 06, 2005
 COMPLETION DATE - OCTOBER 28, 2005

ENG. EST.
 \$ 147,404.55

LOW BID
 \$ 159,857.96

% OVER/UNDER EST.
 8.45 %

0.29 mi of streetscape improvements, including stamped concrete sidewalk, street trees and plantings on M-33 from Statesman Avenue northerly to Seymore Avenue, Oscoda County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 159,857.96	Same	1 **
Eastlund Concrete Construction, Inc.	\$ 187,417.05	Same	2
3-S Construction, Inc.			
Tri-Valley Landscaping, Inc.			
Manigg Enterprises, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

72356A

Federal Highway Administration Funds	71.00 %
State Restricted Trunkline Funds	21.00 %
Clinton Township	8.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: New Construction.

Zip Code: 48619.

71.	LETTING OF JULY 08, 2005	ENG. EST.	LOW BID
	PROPOSAL 0507054	\$ 2,603,809.11	\$ 2,580,954.69
	PROJECT BHT 37013-79798, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 23, 2006		-0.88 %

Deck patching, concrete patching, concrete surface coating, joints, drain extension, crack sealing, painting, epoxy overlays and maintaining traffic on 53 bridges on US-127, US-10, M-20, M-30 and M-21 in the city of Flint, Clare, Genesee, Gladwin, Gratiot, Isabella and Midland Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 2,580,954.69	Same	1 **
Anlaan Corporation	\$ 2,693,789.48	Same	2
Midwest Bridge Company	\$ 2,721,871.50	Same	3
L. W. Lamb, Inc.	\$ 2,763,238.00	Same	4
J. Slagter & Son Construction Co.	\$ 2,775,532.94	Same	5
Walter Toebe Construction Co.	\$ 3,019,329.29	Same	6
Atsalis Brothers Painting Co.			
Abhe & Svoboda, Inc.			

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79798A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

81764A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

83349A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48858 Region-wide.

72. LETTING OF JULY 08, 2005
 PROPOSAL 0507055
 PROJECT BHN 82111-59290
 LOCAL AGRMT.
 START DATE - 5 days after award
 COMPLETION DATE - OCTOBER 28, 2005

ENG. EST.
 \$ 1,220,366.17

LOW BID
 \$ 1,180,919.82

% OVER/UNDER EST.
 -3.23 %

Joint replacement, substructure repair, cleaning and coating
 of structural steel, pin & hanger replacement, deck
 patching, maintaining traffic and approach work on the M-10
 exit ramp over Jefferson Avenue in the city of Detroit,
 Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 1,181,469.82	\$ 1,180,919.82	1 **
WITHDRAWN			
C.A. Hull Co.,	\$ 1,223,827.29	Same	2
E. C. Korneffel Co.	\$ 1,239,753.89	Same	3
Midwest Bridge Company	\$ 1,272,574.50	Same	4
Walter Toebe Construction Co.	\$ 1,408,169.17	\$ 1,408,139.17	5
J. Slagter & Son Construction Co.	\$ 1,416,806.13	\$ 1,416,606.13	6
Venus Painting			
Anlaan Corporation			
Icarus Industrial Painting & Contr.			
Abhe & Svoboda, Inc.			
Atsalis Brothers Painting Co.			

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

59290A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48216.

73. LETTING OF JULY 08, 2005
 PROPOSAL 0507068
 PROJECT NH 47082-72703
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 30, 2005

ENG. EST.
 \$ 829,904.73

LOW BID
 \$ 638,899.05

% OVER/UNDER EST.
 -23.02 %

Construction of a 30 acre wetland mitigation site including grading and earth work, slurry cut off walls, and wetland seeding and planting on M-59, in the northwest quadrant of Musson Road and Dwyer Road, Livingston County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fonson, Inc.	\$ 638,899.05	Same	1 **
Davis Construction, Inc.	\$ 699,115.00	Same	2
Angelo Iafrate Construction Company	\$ 707,719.34	Same	3
Dan's Excavating, Inc.	\$ 722,904.88	Same	4
D & R Earthmoving, LLC	\$ 725,393.95	Same	5
Six-S, Inc.	\$ 735,336.05	Same	6
Stein Construction Co., Inc.	\$ 739,383.00	Same	7
DeAngelis Landscape, Inc.	\$ 769,253.00	Same	8
B & V Construction, Inc.	\$ 809,188.60	Same	9
Fisher Contracting Company	\$ 867,999.59	Same	10
Waterland Trucking Service, Inc.			
Tri-Valley Landscaping, Inc.			
Anlaan Corporation			
Hardman Construction, Inc.			
E. C. Korneffel Co.			
L.J. Construction, Inc.			
South Hill Construction Company			
3-S Construction, Inc.			
Zito Construction Co.			
Rohde Brothers Excavating, Inc.			
D. J. McQuestion & Sons, Inc.			

10 Bidders

Purpose/Business Case: Wetland Mitigation funds transportation projects that create wetlands to replace those impacted by related projects. These related projects may have been previously constructed or are to be constructed in the future.

Benefit: Adherence to existing Federal and State environmental laws, regulations and guidelines.

Funding Source:

72703A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and inability to award and construct related projects.

Cost Reduction: Cost savings would be those realized on the related project that impacted the existing wetlands.

Zip Code: 48855.

Deep concrete overlay, substructure repair, railing repair, coating structural steel, minor approach work and signal work on M-50, over Sandstone Creek, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 334,140.75	Same	1 **
Midwest Bridge Company	\$ 361,971.50	Same	2
C.A. Hull Co., Inc.	\$ 384,126.56	Same	3
Anlaan Corporation	\$ 427,921.03	Same	4
Atsalis Brothers Painting Co.			
L. W. Lamb, Inc.			
Abhe & Svoboda, Inc.			
Walter Toebe Construction Co.			
Davis Construction, Inc.			

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

78841A

State Restricted Trunkline Funds	20.00 %
----------------------------------	---------

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Zip Code: 49277.

Demolish existing rest area building, construct new four stall restroom building, parking lot extension, lighting, water well, sewer work, sidewalks, curbs, picnic tables, grills and replace landscaping on southbound I-69 at the Turkeyville rest area, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
3-S Construction, Inc.	\$ 1,734,306.34	\$ 1,734,293.94	1 **
CL Trucking & Excavating, LLC.	\$ 1,846,063.50	\$ 1,846,003.50	2
Nashville Construction Company	\$ 1,867,748.30	Same	3
Balkema Excavating, Inc.			
Bailey Excavating, Inc.			
Peters Construction Co.			
Fisher Contracting Company			
Dunigan Brothers, Inc.			
DeAngelis Landscape, Inc.			

Purpose/Business Case: The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

Funding Source:

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the

increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new Federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 49608.

76. LETTING OF JULY 08, 2005
 PROPOSAL 0507072 \$ ENG. EST. 40,871.45 LOW BID \$ 43,770.17
 PROJECT MG 06021-83595
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 06, 2005
 COMPLETION DATE - SEPTEMBER 30, 2005 7.09 %

80 ft railroad crossing reconstruct including pavement removal, curb and gutter, underdrain replacement and hot mix asphalt paving on M-61, on either side of the Lake State Railway railroad tracks, in the city of Standish, Arenac County.

BIDDER		AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$	43,770.17	Same	1 **
Lois Kay Contracting Co.	\$	47,646.34	Same	2
Saginaw Asphalt Paving Company	\$	56,858.14	Same	3
Pyramid Paving & Contracting	\$	78,037.00	Same	4
Rieth-Riley Construction Co., Inc.				

4 Bidders

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

83595A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated Federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction of existing railroad crossing.

Zip Code: 48658.

77. LETTING OF JULY 08, 2005
 PROPOSAL 0507073
 PROJECT MG 50900-75693
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 15, 2006

ENG. EST.
 \$ 489,919.16

LOW BID
 \$ 404,799.49

% OVER/UNDER EST.
 -17.37 %

29.10 acres of wetland creation on the north side of 33 Mile Road between North Avenue and Omo Road, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
B & V Construction, Inc.	\$ 405,509.49	\$ 404,799.49	1 **
Dan's Excavating, Inc.	\$ 447,668.52	Same	2
John Carlo, Inc.	\$ 460,399.46	Same	3
Angelo Iafrate Construction Company	\$ 489,880.38	\$ 489,452.18	4
M. L. Chartier Excavating, Inc.	\$ 498,056.55	\$ 496,356.55	5
L.J. Construction, Inc.	\$ 499,293.00	\$ 498,393.00	6
Fisher Contracting Company	\$ 541,547.74	Same	7
V.I.L. Construction, Inc.	\$ 566,475.00	\$ 566,425.00	8
Teltow Contracting, Inc.			
D & R Earthmoving, LLC			
Tri-Valley Landscaping, Inc.			
Six-S, Inc.			
DeAngelis Landscape, Inc.			

8 Bidders

Purpose/Business Case: Wetland Mitigation funds transportation projects that create wetlands to replace those impacted by related projects. These related projects may have previously been constructed or are to be constructed in the future.

Benefit: Adherence to existing Federal and State environmental laws, regulations and guidelines.

Funding Source:

75693A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and inability to award and construct related projects.

Cost Reduction: Cost savings would be those realized on the related project that impacted the wetlands.

Selection: Low bid.

New Project Identification: Replacement of wetlands.

Zip Code: 48005.

0.14 mi of pavement removal and reconstruction of Canadian National/Wisconsin Central Railroad crossing, culvert and end section replacement and permanent pavement markings on M-28 from west of I-75 westerly, Chippewa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Burton Excavating, Inc.	\$ 269,792.45	Same	1 **
M & M Excavating Co., Inc.	\$ 305,895.14	Same	2
Bacco Construction Company	\$ 372,219.03	Same	3
Norris Contracting, Inc.			
Rieth-Riley Construction Co., Inc.			
Payne & Dolan, Inc.			
A. Lindberg & Sons, Inc.			
Oberstar, Inc.			

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

81267A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

New Project Identification: Reconstruction of existing railroad crossing.

Railroad crossing approach maintenance on M-66 from north of Kalamazoo Street northerly to the CSX Transportation Railroad, Barry County.

2 Bidders

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

100 %

Zip Code: 48849.

80.	LETTING OF JULY 08, 2005 PROPOSAL 0507077 PROJECT STG 84915-79606 LOCAL AGRMT. START DATE - MAY 15, 2006 COMPLETION DATE - SEPTEMBER 15, 2006	ENG. EST. \$ 945,680.49	LOW BID \$ 850,179.48	% OVER/UNDER EST. -10.10 %
-----	--	----------------------------	--------------------------	-------------------------------

122.48 mi of non-freeway signing upgrade at various locations on US-12, M-40, M-51, M-60, M-62, M-152, M-216, M-217, US-12BR and M-60BR in the villages of Cassopolis, Edwardsburg, Marcellus and Vandalia, in the city of Dowagiac, Cass County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J & J Contracting, Inc.	\$ 850,429.48	\$ 850,179.48	1 **
NES Traffic Safety Limited Partner	\$ 879,174.79	\$ 878,499.79	2
Trans Tech Electric Limited Partner	\$ 896,123.70	Same	3
Action Traffic Maintenance, Inc.	\$ 961,401.55	Same	4
Highway Service Co., Inc.	\$ 999,999.99	Same	5
Midwest Bridge Company			

5 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79606A

Federal Highway Administration Funds	99.12 %
State Restricted Trunkline Funds	0.88 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Signing upgrades.

Zip Code: 49001.

81.	LETTING OF JULY 08, 2005	ENG. EST.	LOW BID
	PROPOSAL 0507078	\$ 230,593.83	\$ 192,206.36
	PROJECT STG 41122-79438, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 05, 2006		
	COMPLETION DATE - AUGUST 26, 2006		-16.65 %

38.01 mi of non-freeway signing upgrade on M-57 from US-131 to the Montcalm County line, US-131 to the Kent County line, M-91 to M-66, and from M-66 to the Gratiot County line in the cities of Greenville and Carson City, Kent and Montcalm Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J & J Contracting, Inc.	\$ 192,206.36	Same	1 **
Trans Tech Electric Limited Partner	\$ 237,984.40	Same	2
NES Traffic Safety Limited Partner	\$ 243,023.00	\$ 242,373.00	3
Highway Service Co., Inc.	\$ 254,721.68	Same	4
Action Traffic Maintenance, Inc.	\$ 255,442.72	Same	5
Midwest Bridge Company			

5 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79438A		
Federal Highway Administration Funds	100	%
79440A		
Federal Highway Administration Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Signing upgrades.

Zip Code: 49319.

82.	LETTING OF JULY 08, 2005 PROPOSAL 0507079 PROJECT CMG 39024-83157, ETC LOCAL AGRMT. 05-5264 START DATE - SEPTEMBER 05, 2005 COMPLETION DATE - OCTOBER 28, 2005	ENG. EST. \$ 296,793.39	LOW BID \$ 321,180.19 % OVER/UNDER EST. 8.22 %
-----	---	----------------------------	---

Expansion of park and ride lot on I-94 at Oakland Drive, northwest quadrant, 0.26 mi of widening and hot mix asphalt paving on the Kal-Haven Trail from west of 10th Street to west of US-131, 0.22 mi of hot mix asphalt overlaying and superelevation correction on I-94 westbound to northbound US-131 ramp and 0.39 mi of cold milling and hot mix asphalt overlaying at the Galesburg rest area parking lot in the city of Portage, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 321,180.19	Same	1 **
Michigan Paving & Materials Co.	\$ 347,685.53	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of two programs: MDOT's Road Preservation Program and the Congestion Mitigation and Air Quality (CMAQ) Program. The road preservation program's goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The CMAQ program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

83157A		
Federal Highway Administration Funds	100	%
83992A		
State Restricted Trunkline Funds	100	%
83994A		
Federal Highway Administration Funds	90.00	%
City of Portage	0.60	%
State Restricted Trunkline Funds	9.40	%
M50506		
State Restricted Trunkline Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to

the motoring public. Loss of Federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49024.

83.	LETTING OF JULY 08, 2005 PROPOSAL 0507080 PROJECT M 84917-84155 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - DECEMBER 16, 2005	ENG. EST. \$ 1,400,491.50	LOW BID \$ 1,395,487.00 % OVER/UNDER EST. -0.36 %
-----	--	------------------------------	--

Bridge maintenance consisting of sounding and scaling of undersides of decks, and installation of false decking of 44 bridge locations on M-39 and I-94 in the city of Detroit, Wayne County.

A 2005 bridge capital preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 1,395,487.00	Same	1 **
C.A. Hull Co., Inc.	\$ 1,494,851.00	Same	2
Walter Toebe Construction Co.	\$ 1,842,871.50	Same	3
Abhe & Svoboda, Inc.	\$ 2,027,770.00	Same	4
E. C. Korneffel Co.	\$ 2,173,093.00	Same	5
Midwest Bridge Company	\$ 2,348,722.60	Same	6
J. Slagter & Son Construction Co.	\$ 2,882,766.00	Same	7
Atsalis Brothers Painting Co.	\$ 2,899,662.40	Same	8
Anlaan Corporation			

8 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

84155A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48216 Region-wide.

84. LETTING OF JULY 08, 2005
 PROPOSAL 0507081
 PROJECT NH 63043-83700
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 21, 2006

ENG. EST. \$ 1,555,513.00
 LOW BID \$ 1,377,980.59
 % OVER/UNDER EST. -11.41 %

5.52 mi of concrete pavement restoration including concrete patching, intermediate surface repair and concrete joint repair on M-59 eastbound and westbound from the east side of Crooks Road to the west side of Ryan Road, in the cities of Rochester Hills and Utica, Oakland and Macomb Counties.

A 2005 highway preventive maintenance project.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kelcris Corporation	\$ 1,377,980.59	Same	1 **
Six-S, Inc.	\$ 1,469,749.87	Same	2
Florence Cement Company	\$ 1,595,000.00	Same	3
Causie Contracting, Inc.	\$ 2,300,492.20	Same	4
Snowden, Inc.			

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments slow future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

83700A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48307.

0.09 mi of hot mix asphalt deck patching and hot mix asphalt overlay on M-153 westbound connector ramp to M-14, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 168,946.80	Same	1 **
Midwest Bridge Company	\$ 212,447.80	Same	2
J. Slagter & Son Construction Co.	\$ 224,015.61	Same	3
C.A. Hull Co., Inc.	\$ 305,944.70	Same	4
Walter Toebe Construction Co.	\$ 408,346.82	Same	5

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments slow future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

M60506

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48106.

86.	LETTING OF JULY 08, 2005 PROPOSAL 0507085 PROJECT M 37031-M40576 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 01, 2005	ENG. EST. \$ 130,295.42	LOW BID \$ 116,477.05 % OVER/UNDER EST. -10.61 %
-----	--	----------------------------	--

0.37 mi of full depth concrete pavement repairs on east bound US-10BR from beginning of entrance ramp to convergence with east bound US-10, Isabella County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 116,477.05	Same	1 **
Kelcris Corporation	\$ 119,697.50	Same	2
Causie Contracting, Inc.	\$ 209,328.97	Same	3
Six-S, Inc.			

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments slow future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M40576

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48617.

1.40 mi of hot mix asphalt cold milling and resurfacing on M-99/M-50 from north of Kimbark Avenue northerly to west of Line Street at the Northeastern Elementary School on M-50 in the city of Eaton Rapids, Eaton County.

3 Bidders

Benefit: These treatments slow future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

M60566

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48827.

0.2 mi of cold milling of existing hot mix asphalt surface over concrete, joint repairs, and hot mix asphalt overlay on I-94 over the North Fork of Mill Creek, Washtenaw County.

3 Bidders

Benefit: These treatments slow future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

M60503

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48113.

LOCAL PROJECTS

89.	LETTING OF JULY 08, 2005		ENG. EST.	LOW BID
	PROPOSAL 0507003	\$	650,938.50	\$ 619,412.40
	PROJECT STUL 61407-45487			
	LOCAL AGRMT. 05-5224			% OVER/UNDER EST.
	START DATE - 10 days after award			
	COMPLETION DATE - NOVEMBER 15, 2005			-4.84 %

0.45 mi of road reconstruction, including pavement removal, storm and sanitary sewer construction, watermain and water services, adjusting drainage structures and hot mix asphalt paving on Southern Avenue from Seaway Drive (BRUS-31) to Sixth Street in the city of Muskegon, Muskegon County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Wadel Stabilization, Inc.	\$ 619,412.40	Same	1 **
Milbocker and Sons, Inc.	\$ 637,300.77	Same	2
Geocon, Inc.	\$ 638,098.90	Same	3
Brenner Excavating, Inc.	\$ 648,285.25	Same	4
Kamminga & Roodvoets, Inc.	\$ 702,862.70	Same	5
Diversco Construction Company	\$ 737,452.00	Same	6
Schippers Excavating, Inc.	\$ 740,091.20	Same	7
Nashville Construction Company	\$ 745,474.12	Same	8
CJ's Excavating Septic Service, Inc.			
Dan Hoe Excavating, Inc.			
Dykema Excavators, Inc.			
Hallack Contracting, Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

45487A

Federal Highway Administration Funds	60.22 %
--------------------------------------	---------

City of Muskegon	39.78 %
------------------	---------

Selection: Low Bid.

Zip Code: 49441.

90. LETTING OF JULY 08, 2005
 PROPOSAL 0507004
 PROJECT STU 33403-74639
 LOCAL AGRMT. 05-5231
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 24, 2005

ENG. EST.
 \$ 520,692.17

LOW BID
 \$ 524,000.00

% OVER/UNDER EST.
 0.64 %

0.80 mi of road reconstruction including concrete curb and gutter, sanitary sewer replacement, storm sewer and drainage structures, hot mix asphalt paving, concrete sidewalk, sidewalk ramps, and pavement markings on Hagadorn Road from Grand River Avenue to Burcham Drive, in the city of East Lansing, Ingham County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 524,000.00	Same	1 **
Aggregate Industries-Central Region	\$ 571,463.72	Same	2
Rieth-Riley Construction Co., Inc.	\$ 571,506.04	Same	3

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

74639A

City of East Lansing 18.95 %

Federal Highway Administration Funds 81.05 %

Selection: Low Bid.

Zip Code: 48823.

91. LETTING OF JULY 08, 2005
 PROPOSAL 0507005
 PROJECT STL 80040-73402, ETC
 LOCAL AGRMT. 05-5238
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2005

ENG. EST.
 \$ 566,922.00

LOW BID
 \$ 518,638.66

% OVER/UNDER EST.
 -8.52 %

0.50 mi of road reconstruction including concrete curb and gutter, storm sewer and drainage structures, concrete sidewalk, sidewalk ramps, hot mix asphalt paving, water services and pavement markings on East Main Street from Center Street to Olds Avenue, in the city of Hartford, Van Buren County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kalin Construction Co., Inc.	\$ 518,638.66	Same	1 **
Milbocker and Sons, Inc.	\$ 552,745.45	Same	2
Northern Construction Services, Co.	\$ 554,378.20	Same	3
Kamminga & Roodvoets, Inc.	\$ 588,404.20	Same	4
Balkema Excavating, Inc.			
Brenner Excavating, Inc.			
Peters Construction Co.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

73402A	
Federal Highway Administration Funds	74.70 %
City of Hartford	25.30 %
82960A	
Federal Highway Administration Funds	80.00 %
City of Hartford	20.00 %

Selection: Low Bid.

Zip Code: 49057.

92. LETTING OF JULY 08, 2005
 PROPOSAL 0507006
 PROJECT STH 41609-80595
 LOCAL AGRMT. 05-5223
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2005

ENG. EST.
 \$ 546,346.42

LOW BID
 \$ 515,089.00

% OVER/UNDER EST.
 -5.72 %

0.30 mi of road reconstruction, concrete curb and gutter,
 storm sewer and hot mix asphalt paving on 84th Street at
 Eastern Avenue intersection, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kentwood Excavating, Inc.	\$ 515,089.00	Same	1 **
Brenner Excavating, Inc.	\$ 517,494.82	Same	2
Nashville Construction Company	\$ 534,007.36	Same	3
Dykema Excavators, Inc.	\$ 541,316.52	Same	4
Kamminga & Roodvoets, Inc.	\$ 544,235.32	Same	5
Kalin Construction Co., Inc.	\$ 550,013.50	Same	6
Geocon, Inc.	\$ 570,223.00	Same	7
Langlois & Sons Excavating, Inc.	\$ 583,746.44	Same	8
Diversco Construction Company	\$ 641,992.00	Same	9
Schippers Excavating, Inc.			
Milbocker and Sons, Inc.			
Aggregate Industries-Central Region			
Michigan Paving & Materials Co.			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80595A

Kent County

20.00 %

Federal Highway Administration Funds

80.00 %

Selection: Low Bid.

Zip Code: 48315.

0.46 mi of road resurfacing including, cold milling hot mix asphalt surface, drainage structure adjustment, hot mix asphalt paving and pavement markings on Prairie Street from Ivanrest Avenue to Wentworth Drive and 0.21 mi of cold milling hot mix asphalt surface, widening, hot mix asphalt resurfacing, drainage structures, traffic signal upgrades and pavement markings on Ivanrest Avenue at Prairie Street, in the city of Grandville, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Diversco Construction Company	\$ 425,333.70	Same	1 **
Nashville Construction Company	\$ 433,654.36	Same	2
Dykema Excavators, Inc.	\$ 449,953.25	Same	3
Kamminga & Roodvoets, Inc.	\$ 451,242.75	Same	4
Schippers Excavating, Inc.			
Michigan Paving & Materials Co.			
Milbocker and Sons, Inc.			
Aggregate Industries-Central Region			

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

Selection: Low Bid.

Page 70 of 144

94. LETTING OF JULY 08, 2005
 PROPOSAL 0507008
 PROJECT ER 27027-48880
 LOCAL AGRMT. 05-5207
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2005

ENG. EST.	LOW BID
\$ 163,902.63	\$ 239,896.97
% OVER/UNDER EST.	
46.37 %	

Culvert replacement, road repair, including aggregate base, hot mix asphalt paving, shoulders and guardrail upgrades on Black River Road over Six Mile Creek, Lake Road over Spirit Creek and South Boundary Road over Wabeno Creek, Gogebic County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 239,896.97	Same	1 **
Hebert Construction Company	\$ 367,946.12	Same	2
Oberstar, Inc.			
A. Lindberg & Sons, Inc.			
Mathy Construction Company			

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

48880A	
Gogebic County	20.00 %
Federal Highway Administration Funds	80.00 %

Selection: Low bid.

Zip Code: 49938.

95.	LETTING OF JULY 08, 2005 PROPOSAL 0507009 PROJECT EDD 66555-46161 LOCAL AGRMT. 05-5221 START DATE - 10 days after award COMPLETION DATE - 20 working days	ENG. EST. \$ 405,227.56	LOW BID \$ 431,400.25 % OVER/UNDER EST. 6.46 %
-----	--	----------------------------	---

1.29 mi of road reconstruction, including underdrain, adjusting drainage structures, aggregate base, hot mix asphalt paving and pavement markings on Michigan Street from Chippewa Street to Steel Street, Mercury Street from Rockland Road to Fourth Street and Paul Bunyon Avenue from Lakeshore Drive to Airport Road in the village of Ontonagon, Ontonagon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Yalmer Mattila Contracting, Inc.	\$ 431,400.25	Same	1 **
Bacco Construction Company	\$ 489,131.11	Same	2
Oberstar, Inc.			
Mathy Construction Company			
A. Lindberg & Sons, Inc.			
Payne & Dolan, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for creating an all-season road system under local jurisdiction that connects State trunklines in rural counties. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the State trunkline system is complimented and seasonal disruptions due to load restrictions are minimized. In addition, increased economic benefit and the quality of life for the people of Michigan are provided.

Funding Source:

46161A

Village of Ontonagon	20.00 %
State Restricted Trunkline Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the State must use Federal funds, in-turn, this project would take precedence over other projects on the Transportation Improvement Plan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49935.

96. LETTING OF JULY 08, 2005
 PROPOSAL 0507010
 PROJECT STL 30078-54171
 LOCAL AGRMT. 05-5263
 START DATE - 10 days after award
 COMPLETION DATE - 70 calendar days

ENG. EST.
 \$ 719,238.00

LOW BID
 \$ 636,384.82

% OVER/UNDER EST.
 -11.52 %

0.45 mi of hot mix asphalt road reconstruction and drainage improvement, on Adrian Street from Maumee Street easterly to the east village limits of Jonesville, in the village of Jonesville, Hillsdale County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 636,384.82	Same	1 **
C & D Hughes, Inc.	\$ 666,686.72	Same	2
Bailey Excavating, Inc.	\$ 711,742.96	Same	3
Milbocker and Sons, Inc.	\$ 729,001.27	Same	4
Concord Excavating, L.L.C.	\$ 781,701.15	Same	5
Nashville Construction Company	\$ 825,114.32	Same	6
Cadwell Brothers Construction	\$ 855,920.71	Same	7
Parrish Excavating, Inc.			
Michigan Paving & Materials Co.			
Gerken Paving, Inc.			
Mills Excavating			
Brady Sand & Gravel, Inc.			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

54171A

Federal Highway Administration Funds	80.00 %
Village of Jonesville	20.00 %

Selection: Low Bid.

Zip Code: 49250.

1.04 mi of hot mix asphalt road resurfacing with minor widening and intersection improvements, on Knox Road from Dundas Road easterly to M-30, Gladwin County.

8 Bidders

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Funding Source:

Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

Zip Code: 48612.

100. LETTING OF JULY 08, 2005
 PROPOSAL 0507014
 PROJECT STUL 38082-74491
 LOCAL AGRMT. 05-5233
 START DATE - AUGUST 12, 2005
 COMPLETION DATE - SEPTEMBER 30, 2005

ENG. EST. \$ 193,282.90
 LOW BID \$ 191,154.61
 % OVER/UNDER EST. -1.10 %

0.5 mi of cold milling and resurfacing, sidewalk ramp upgrades and pavement markings on Ganson Street from East Avenue to Elm Street, in the city of Jackson, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 191,154.61	Same	1 **
Aggregate Industries-Central Region	\$ 194,304.99	Same	2
Florence Cement Company			

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

74491A	
Federal Highway Administration Funds	81.85 %
City of Jackson	18.15 %

Selection: Low bid.

Zip Code: 49202.

101. LETTING OF JULY 08, 2005
 PROPOSAL 0507015
 PROJECT STH 58609-80611
 LOCAL AGRMT. 05-5216
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2005

ENG. EST. \$ 207,059.60
 LOW BID \$ 196,031.01
 % OVER/UNDER EST. -5.33 %

0.25 mi of hot mix asphalt widening and resurfacing with
 curb and gutter, drainage and grading improvements on Dunbar
 Road at Geiger Road, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Brady Sand & Gravel, Inc.	\$ 196,031.01	Same	1 **
C & D Hughes, Inc.	\$ 199,441.61	Same	2
Barrett Paving Materials, Inc.	\$ 218,850.55	Same	3
Gerken Paving, Inc.	\$ 252,769.91	Same	4
ABC Paving Company	\$ 288,686.00	Same	5
Peter A. Basile Sons, Inc.			
Florence Cement Company			
Ajax Paving Industries, Inc.			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80611A

Monroe County

20.00 %

Federal Highway Administration Funds

80.00 %

Selection: Low bid.

Zip Code: 48140.

102. LETTING OF JULY 08, 2005
 PROPOSAL 0507016
 PROJECT EDDF 33555-74627
 LOCAL AGRMT. 05-5252
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 04, 2005

ENG. EST.
 \$ 819,744.15

LOW BID
 \$ 848,084.09

% OVER/UNDER EST.
 3.46 %

4.01 mi of road rehabilitation and widening, including grading, minor drainage improvements, curb and gutter, hot mix asphalt paving, pavement markings and slope restoration on Aurelius Road from Barnes Road to Columbia Road, Ingham County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 848,084.09	Same	1 **
C & D Hughes, Inc.	\$ 959,062.56	Same	2
D. J. McQuestion & Sons, Inc.	\$ 960,886.94	Same	3
Nashville Construction Company	\$ 1,019,708.23	Same	4
L.J. Construction, Inc.	\$ 1,077,783.50	Same	5
Cadwell Brothers Construction	\$ 1,125,619.22	Same	6
Kamminga & Roodvoets, Inc.	\$ 1,149,498.48	Same	7
Michigan Paving & Materials Co.			
Rieth-Riley Construction Co., Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

74627A	
Ingham County	20.99 %
Federal Highway Administration Funds	52.34 %
State Restricted Trunkline Funds	26.67 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Resurfacing.

Zip Code: 48854.

2.08 mi of hot mix asphalt paving, trenching, aggregate shoulders and guardrail work on Crystal Avenue from Napier Avenue to I-94BL, 1.19 mi of hot mix asphalt paving, hot mix asphalt base crush and shaping, earthwork, aggregate base, drainage work, concrete curb and gutter on Union Avenue from Nickerson Avenue north to Donald Adkins Drive, and 0.52 mi of hot mix asphalt paving and aggregate shoulders on Saint Joseph Avenue from Stevensville village limits to Red Arrow Highway, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 708,768.04	Same	1 **
Consumers Asphalt Company	\$ 711,894.70	Same	2

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

Selection: Low bid.

Zip Code: 49022.

104. LETTING OF JULY 08, 2005
 PROPOSAL 0507019
 PROJECT STH 44609-73880
 LOCAL AGRMT. 05-5248
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 28, 2005

ENG. EST. \$ 105,716.25
 LOW BID \$ 104,238.12
 % OVER/UNDER EST. -1.40 %

0.10 mi of widening for right turn lane on Lake Nepessing
 Road from Davison Road to CN Railroad, Lapeer County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 104,238.12	Same	1 **
3-S Construction, Inc.	\$ 104,653.98	Same	2
McDowell Construction , L.L.C.	\$ 107,301.31	Same	3
Cadillac Asphalt, LLC.	\$ 116,448.81	Same	4
Zito Construction Co.	\$ 119,359.00	Same	5
Boddy Construction Company, Inc.	\$ 122,659.52	Same	6
L.J. Construction, Inc.	\$ 126,905.35	Same	7
Saginaw Asphalt Paving Company	\$ 143,482.59	Same	8
Pyramid Paving & Contracting			
Florence Cement Company			
Pro-Line Asphalt Paving Corp.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

73880A

Lapeer County	20.00 %
Federal Highway Administration Funds	80.00 %

Selection: Low bid.

Zip Code: 48446.

Reconstruction of intersection including geometrics, sight distance and drainage improvements on Michigan Avenue at Rank Road, and 3.6 mi of hot mix asphalt roadway reconstruction including pavement rubblization and hot mix asphalt surfacing on Michigan Avenue from East Grass Lake village limits to Rank Road, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,697,685.51	Same	1 **
Nashville Construction Company	\$ 1,937,587.10	Same	2
Barrett Paving Materials, Inc.	\$ 2,007,713.85	Same	3
C & D Hughes, Inc.	\$ 2,033,542.41	Same	4
Aggregate Industries-Central Region	\$ 2,038,540.05	Same	5
ABC Paving Company			

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

80590A

83233A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Reconstruction.

Page 82 of 144

106. LETTING OF JULY 08, 2005
 PROPOSAL 0507021
 PROJECT STUL 09408-81639
 LOCAL AGRMT. 05-5234
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 21, 2005

ENG. EST.	LOW BID
\$ 941,632.00	\$ 812,848.53
% OVER/UNDER EST.	
-13.68 %	

1.4 mi hot mix asphalt cold milling and resurfacing,
 pavement base repairs, intermittent curb and gutter removal
 and replacement, on Wilder Road from Euclid Road to M-13
 Connector, Bay County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 812,848.53	Same	1 **
Pyramid Paving & Contracting	\$ 1,008,777.03	Same	2
Lois Kay Contracting Co.			

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

81639A	
Bay County	18.15 %
Federal Highway Administration Funds	81.85 %

Selection: Low bid.

Zip Code: 48631.

107. LETTING OF JULY 08, 2005
 PROPOSAL 0507022
 PROJECT STH 77609-80632
 LOCAL AGRMT. 05-5247
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 07, 2005

ENG. EST.	LOW BID
\$ 517,724.25	\$ 478,413.74
% OVER/UNDER EST.	
	-7.59 %

2.67 mi of hot mix asphalt resurfacing, shoulder improvements, paving and widening on Marine City Highway from County Line Road to west of Meldrum Road, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 478,413.74	Same	1 **
Ace Asphalt & Paving Co.	\$ 510,555.82	Same	2
Barrett Paving Materials, Inc.	\$ 518,037.14	Same	3
John Carlo, Inc.	\$ 528,306.29	Same	4
Peake Contracting, Inc.			
ABC Paving Company			
Pro-Line Asphalt Paving Corp.			
Cadillac Asphalt, LLC.			
Lois Kay Contracting Co.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80632A

St Clair County	20.00 %
Federal Highway Administration Funds	80.00 %

Selection: Low bid.

Zip Code: 48064.

108. LETTING OF JULY 08, 2005
 PROPOSAL 0507023
 PROJECT EDDF 26555-76572
 LOCAL AGRMT. 05-5249
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 12, 2005

ENG. EST.
 \$ 422,595.00

LOW BID
 \$ 252,768.57

% OVER/UNDER EST.
 -40.19 %

0.99 mi of aggregate surface road reconstruction and drainage improvements on Three Rivers Road from M-61 northerly, Gladwin County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
CJ's Excavating Septic Service, Inc.	\$ 252,768.57	Same	1 **
Cordes Excavating, Inc.	\$ 391,465.31	Same	2
D. J. McQuestion & Sons, Inc.	\$ 410,034.79	Same	3
John Henry Excavating, Inc.	\$ 449,205.00	Same	4
Rieth-Riley Construction Co., Inc.	\$ 457,309.06	Same	5
M & M Excavating Co., Inc.	\$ 517,804.18	Same	6
3-S Construction, Inc.	\$ 518,277.15	Same	7
Central Michigan Contracting, Inc.	\$ 534,720.20	Same	8
Rohde Brothers Excavating, Inc.	\$ 579,941.60	Same	9
Champagne and Marx Excavating, Inc.	\$ 615,740.03	Same	10
Fisher Contracting Company	\$ 622,577.57	Same	11
Crawford Contracting, Inc.			
L.J. Construction, Inc.			
Bolen Asphalt Paving, Inc.			

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76572A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Resurfacing.

Zip Code: 48624.

109. LETTING OF JULY 08, 2005
 PROPOSAL 0507026
 PROJECT BRO 77022-40043
 LOCAL AGRMT. 04-5568
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 23, 2006

ENG. EST.
 \$ 1,192,177.50

LOW BID
 \$ 1,202,082.04

% OVER/UNDER EST.
 0.83 %

Bridge removal and replacement along with related approach work, on Frith Road over Pine River, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 1,202,082.04	Same	1 **
S.L. & H. Contractors, Inc.	\$ 1,215,768.00	Same	2
E. C. Korneffel Co.	\$ 1,272,109.86	Same	3
Posen Construction, Inc.	\$ 1,301,051.50	Same	4
Dan's Excavating, Inc.	\$ 1,329,906.83	Same	5
C.A. Hull Co., Inc.	\$ 1,336,365.00	Same	6
Walter Toebe Construction Co.	\$ 1,363,524.40	Same	7
Anlaan Corporation	\$ 1,397,270.50	Same	8
Waterfront Construction, Inc.			
C. R. Hunt Construction Company			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

40043A

St Clair County	5.71 %
Federal Highway Administration Funds	79.41 %
State Restricted Trunkline Funds	14.88 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

Zip Code: 48079.

Guardrail upgrading at 2 locations, on Durand Road and State Road approaches over I-69, Shiawassee County.

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Shiawassee County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48429.

111. LETTING OF JULY 08, 2005
 PROPOSAL 0507029
 PROJECT STH 46609-78251, ETC
 LOCAL AGRMT. 05-5203
 START DATE - 10 days after award
 COMPLETION DATE - 30 calendar days

ENG. EST. \$ 259,990.02
 LOW BID \$ 273,009.95
 % OVER/UNDER EST. 5.01 %

Bridge railing, sidewalk and guardrail improvements on North
 Evans Street over Evans Creek, and on North Maumee
 Street over Evans Creek, in the city of Tecumseh, Lenawee
 County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 273,009.95	Same	1 **
L. W. Lamb, Inc.	\$ 281,302.15	Same	2
Anlaan Corporation	\$ 284,585.34	Same	3
Midwest Bridge Company	\$ 306,752.15	Same	4
Warren Contractors & Development			
E. C. Korneffel Co.			
C.A. Hull Co., Inc.			
J.E. Kloote Contracting, Inc.			
Walter Toebe Construction Co.			
Hardman Construction, Inc.			
Davis Construction, Inc.			
McDowell Construction , L.L.C.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

78251A	
Federal Highway Administration Funds	80.00 %
City of Tecumseh	20.00 %
80599A	
Federal Highway Administration Funds	80.80 %
City of Tecumseh	19.20 %

Selection: Low bid.

Zip Code: 49286.

112. LETTING OF JULY 08, 2005	ENG. EST.	LOW BID
PROPOSAL 0507030	\$ 6,559,202.55	\$ 6,280,169.86
PROJECT STUL 70414-56410, ETC		
LOCAL AGRMT. 05-5217		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - OCTOBER 30, 2006		-4.25 %

Construction and removal of a temporary vehicular bridge, construction of a 3-span concrete spread box beam vehicular bridge and related approach work, along with construction of a 3-span concrete spread box beam pedestrian bridge and related approach work, on River Avenue over Macatawa River in Holland Township, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hardman Construction, Inc.	\$ 6,280,169.86	Same	1 **
Davis Construction, Inc.	\$ 6,393,024.91	Same	2
Milbocker and Sons, Inc.	\$ 6,519,966.57	Same	3
Anlaan Corporation	\$ 6,937,764.00	Same	4
C.A. Hull Co., Inc.	\$ 7,125,798.07	Same	5
Walter Toebe Construction Co.	\$ 7,878,641.11	Same	6
L. W. Lamb, Inc.			
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56410A	
Ottawa County	30.92 %
Federal Highway Administration Funds	69.08 %
80624A	
Ottawa County	75.41 %
Federal Highway Administration Funds	24.59 %
83012A	
Ottawa County	20.34 %
Federal Highway Administration Funds	79.66 %

Selection: Low bid.

Zip Code: 49423.

113. LETTING OF JULY 08, 2005
 PROPOSAL 0507031
 PROJECT STH 64609-80616
 LOCAL AGRMT. 05-5255
 START DATE - 10 days after award
 COMPLETION DATE - 15 working days

ENG. EST.	LOW BID
\$ 201,382.00	\$ 145,638.68
% OVER/UNDER EST.	
	-27.68 %

Guardrail installations countywide at various locations, on
 Polk Road, 44th Avenue, 88th Avenue, and 186th Avenue,
 Oceana County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J & J Contracting, Inc.	\$ 145,638.68	Same	1 **
Snowden, Inc.	\$ 147,947.65	Same	2
J. Slagter & Son Construction Co.	\$ 163,751.53	Same	3
Rite Way Fence, Inc.	\$ 170,202.50	Same	4
Tri-Valley Landscaping, Inc.	\$ 174,351.00	Same	5
Dale Dukes & Sons, Inc.	\$ 190,071.00	Same	6
Nationwide Fence & Supply Company			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80616A

Oceana County

20.00 %

Federal Highway Administration Funds

80.00 %

Selection: Low bid.

Zip Code: 49420.

114. LETTING OF JULY 08, 2005
 PROPOSAL 0507032
 PROJECT STUL 39405-79155
 LOCAL AGRMT. 05-5160
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 20, 2006

ENG. EST. \$ 4,404,482.00
 LOW BID \$ 3,875,641.42
 % OVER/UNDER EST. -12.01 %

1.32 mi of road widening, pavement removal, hot mix asphalt paving, curb and gutter, earthwork, drainage items and traffic signal work, on Michigan Avenue from Drake Road to Euclid Avenue, in the city of Kalamazoo, Kalamazoo County.

15.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 3,875,641.42	Same	1 **
Peters Construction Co.	\$ 3,884,429.64	Same	2
Kalin Construction Co., Inc.	\$ 4,082,086.78	Same	3
Nashville Construction Company	\$ 4,340,419.49	Same	4
Kamminga & Roodvoets, Inc.	\$ 4,363,583.37	Same	5
Northern Construction Services, Co.	\$ 4,434,422.86	Same	6
Balkema Excavating, Inc.			
Brenner Excavating, Inc.			
L.J. Construction, Inc.			
Milbocker and Sons, Inc.			
Diversco Construction Company			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

79155A	
Federal Highway Administration Funds	80.38 %
City of Kalamazoo	19.62 %

Selection: Low bid.

Zip Code: 49006.

115. LETTING OF JULY 08, 2005	ENG. EST.	LOW BID
PROPOSAL 0507033	\$ 196,217.55	\$ 206,119.94
PROJECT STUL 22426-80673		
LOCAL AGRMT. 05-5239		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 16, 2005		5.05 %

1.06 mi of cold milling hot mix asphalt pavement, hot mix asphalt paving, storm drainage improvements, concrete sidewalk ramps and pavement markings, on Detroit Street from Carpenter Avenue to Kimberly Avenue, on Fairbanks Street from Forest Street to North Kimberly Avenue, on Harding Avenue from South Park Drive to Hughitt Street and on West A Street from Harding Avenue to Spruce Street, in the city of Iron Mountain, Dickinson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 206,119.94	Same	1 **

1 Bidder

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80673A	
Federal Highway Administration Funds	81.85 %
City of Iron Mountain	18.15 %

Selection: Low bid.

Zip Code: 49801.

116. LETTING OF JULY 08, 2005
 PROPOSAL 0507034
 PROJECT BRO 18008-79378
 LOCAL AGRMT. 05-5211
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 28, 2005

ENG. EST.
 \$ 342,801.00

LOW BID
 \$ 313,194.15

% OVER/UNDER EST.
 -8.64 %

Bridge replacement along with related approach work, on
 Bailey Road at Cedar River, Clare County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 313,194.15	Same	1 **
J.E. Kloote Contracting, Inc.	\$ 324,727.15	Same	2
McDowell Construction , L.L.C.	\$ 326,061.77	Same	3
Anlaan Corporation	\$ 327,313.10	Same	4
Milbocker and Sons, Inc.	\$ 342,128.40	Same	5
Davis Construction, Inc.	\$ 359,895.04	Same	6
3-S Construction, Inc.	\$ 384,138.00	Same	7
Miller Development, Inc.			
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			
Rieth-Riley Construction Co., Inc.			
Walter Toebe Construction Co.			
Hardman Construction, Inc.			
Heystek Contracting Inc.			
Bourdow Trucking Company			
L. W. Lamb, Inc.			

7 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the
 Federal aid system under local jurisdiction. This project was selected
 through the critical bridge selection process set under Public Act 51 of
 1951.

Benefit: By awarding this project, the transportation system is further
 preserved providing increased economic value and quality of life for the
 traveling public.

Funding Source:

79378A

Clare County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the
 engineer's best estimate of probable construction cost. The contract's final
 cost will be based on actual quantities built in the field and unit prices
 bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for
 local bridge projects within Michigan. If the project is not awarded, the
 funds would be required by law to be applied to another local critical bridge
 project. If the project is not awarded, there is a possibility that the
 bridge will deteriorate further and will impact vehicular traffic to the
 point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 48625.

117. LETTING OF JULY 08, 2005
 PROPOSAL 0507035
 PROJECT MCS 16020-56488
 LOCAL AGRMT. 05-5235
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 28, 2005

ENG. EST.	LOW BID
\$ 301,036.43	\$ 315,566.58
% OVER/UNDER EST.	
	4.83 %

Remove and replace bridge along with related approach work,
 on Shire Road over west branch Sturgeon River, Cheboygan
 County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
McDowell Construction , L.L.C.	\$ 315,566.58	Same	1 **
J.E. Kloote Contracting, Inc.	\$ 336,212.33	Same	2
Heystek Contracting Inc.	\$ 338,742.50	Same	3
Anlaan Corporation	\$ 355,616.98	Same	4
Walter Toebe Construction Co.	\$ 498,584.83	Same	5
L. W. Lamb, Inc.			
Milbocker and Sons, Inc.			
C.A. Hull Co., Inc.			
Davis Construction, Inc.			
Cordes Excavating, Inc.			
J. Slagter & Son Construction Co.			
Hardman Construction, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

56488A

Cheboygan County	5.00 %
State Restricted Trunkline Funds	95.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

Zip Code: 49799.

Zip Code: 49079.

119. LETTING OF JULY 08, 2005
 PROPOSAL 0507046
 PROJECT EDCF 50544-59059
 LOCAL AGRMT. 05-5276
 START DATE - 10 days after award
 COMPLETION DATE - JULY 01, 2006

ENG. EST.
 \$ 7,344,712.35

LOW BID
 \$ 7,744,415.63

% OVER/UNDER EST.
 5.44 %

2.0 mi of roadway widening (2 to 5 lanes) and reconstruction including pavement removal, station grading, aggregate base, subgrade undercutting, culvert installation, sewer installation, drainage improvements, hot mix asphalt surfacing, concrete pavement and curb and gutter, on Gratiot Avenue from 24 Mile Road to 26 Mile Road, Macomb County.

15.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 7,744,415.63	Same	1 **
John Carlo, Inc.	\$ 7,774,756.10	Same	2
Six-S, Inc.	\$ 7,981,045.76	Same	3
Pamar Enterprises, Inc.	\$ 8,270,306.34	Same	4
Ajax Paving Industries, Inc.	\$ 8,485,922.46	Same	5
Angelo Iafrate Construction Company	\$ 8,667,055.73	Same	6
L. D'Agostini & Sons, Inc.	\$ 9,637,933.23	Same	7
Tony Angelo Cement Construction Co.			
Cadillac Asphalt, LLC.			
ABC Paving Company			
Posen Construction, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction and widening of a Federal Aid route under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

59059A

State Restricted Trunkline Funds	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Partially new construction.
Zip Code: 48043.

120.	LETTING OF JULY 08, 2005	ENG. EST.	LOW BID
	PROPOSAL 0507056	\$ 713,129.65	\$ 703,217.20
	PROJECT EDDF 48555-73372		
	LOCAL AGRMT. 05-5280		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2005		-1.39 %

0.5 mi of reconstruction, drainage improvements, storm sewer and sanitary sewer, on McMillan Avenue from the west village limits of Newberry to M-123, in the village of Newberry, Luce County.

2.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Oberstar, Inc.	\$ 703,217.20	Same	1 **
Bacco Construction Company	\$ 774,537.68	Same	2
Smith Paving, Inc.			
Manigg Enterprises, Inc.			
Rieth-Riley Construction Co., Inc.			
A. Lindberg & Sons, Inc.			
M & M Excavating Co., Inc.			
Payne & Dolan, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

73372A

Federal Highway Administration Funds	57.73 %
Village of Newberry	27.60 %
State Restricted Trunkline Funds	14.67 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49868.

121. LETTING OF JULY 08, 2005	ENG. EST.	LOW BID
PROPOSAL 0507057	\$ 194,121.50	\$ 192,527.75
PROJECT STE 63051-81107		
LOCAL AGRMT. 05-5266		% OVER/UNDER EST.
START DATE - AUGUST 23, 2005		
COMPLETION DATE - OCTOBER 28, 2005		-0.82 %

0.20 mi of landscape enhancements, including median beautification and pedestrian safety enhancements, on Nine Mile Road at Woodward Avenue (M-1), in the city of Ferndale, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Weyand Bros., Inc.	\$ 192,527.75	Same	1 **
Marine City Nursery Company	\$ 204,328.71	Same	2
Warren Contractors & Development	\$ 261,939.25	Same	3
Tri-Valley Landscaping, Inc.	\$ 295,989.50	Same	4
Posen Construction, Inc.			
Anderson-Fischer & Associates, Inc.			
Rasins Landscape and Associates			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

81107A	
Federal Highway Administration Funds	80.00 %
City of Ferndale	20.00 %

Selection: Low bid.

Zip Code: 48220.

122. LETTING OF JULY 08, 2005
 PROPOSAL 0507058
 PROJECT BRO 34005-78955
 LOCAL AGRMT. 05-5232
 START DATE - AUGUST 15, 2005
 COMPLETION DATE - NOVEMBER 15, 2005

ENG. EST.
 \$ 604,905.65

LOW BID
 \$ 465,909.16

% OVER/UNDER EST.
 -22.98 %

Removal of a single span bridge, construction of a prestressed spread concrete box beam bridge and related approach work, on Lyle Road over Bellamy Creek, Ionia County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 465,909.16	Same	1 **
Milbocker and Sons, Inc.	\$ 513,971.41	Same	2
Anlaan Corporation	\$ 525,976.58	Same	3
J.E. Kloote Contracting, Inc.	\$ 546,481.94	Same	4
S.L. & H. Contractors, Inc.	\$ 550,298.29	Same	5
L. W. Lamb, Inc.	\$ 554,036.85	Same	6
Quantum Construction Company, Inc.	\$ 563,655.52	Same	7
Hardman Construction, Inc.			
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			
Walter Toebe Construction Co.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

78955A

Ionia County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

Zip Code: 48846.

5.00 % DBE participation required

Zip Code: 48507.

124. LETTING OF JULY 08, 2005
 PROPOSAL 0507060
 PROJECT STH 56609-80610
 LOCAL AGRMT. 05-5274
 START DATE - 10 days after award
 COMPLETION DATE - 30 calendar days

ENG. EST.	LOW BID
\$ 253,816.40	\$ 276,460.25
% OVER/UNDER EST.	8.92 %

Guardrail safety improvements at 19 locations in Midland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tri-Valley Landscaping, Inc.	\$ 276,460.25	Same	1 **
Snowden, Inc.	\$ 303,686.20	Same	2
J. Slagter & Son Construction Co.	\$ 307,732.46	Same	3
Rite Way Fence, Inc.	\$ 308,779.40	Same	4
J & J Contracting, Inc.	\$ 348,816.00	Same	5
Nationwide Fence & Supply Company			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80610A

Midland County

20.00 %

Federal Highway Administration Funds

80.00 %

Selection: Low bid.

Zip Code: 48641.

125. LETTING OF JULY 08, 2005
 PROPOSAL 0507061
 PROJECT STUL 17419-56938
 LOCAL AGRMT. 05-5260
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 16, 2006

ENG. EST.
 \$ 806,049.90

LOW BID
 \$ 764,994.96

% OVER/UNDER EST.
 -5.09 %

0.35 mi of road reconstruction including hot mix asphalt surfacing, curb and gutter, watermain, storm and sanitary sewer and sidewalk, on East Spruce Street from Shrunk Road to Armory Drive, in the city of Sault Ste Marie, Chippewa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Norris Contracting, Inc.	\$ 764,994.96	Same	1 **
Burton Excavating, Inc.	\$ 789,890.99	Same	2
M & M Excavating Co., Inc.	\$ 1,192,810.35	Same	3
Oberstar, Inc.			
A. Lindberg & Sons, Inc.			
Payne & Dolan, Inc.			
Bacco Construction Company			
Rieth-Riley Construction Co., Inc.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56938A

Federal Highway Administration Funds	54.89 %
City of Sault Ste Marie	45.11 %

Selection: Low bid.

Zip Code: 49783.

126. LETTING OF JULY 08, 2005
 PROPOSAL 0507062
 PROJECT STUL 23499-83927
 LOCAL AGRMT. 05-5261
 START DATE - 10 days after award
 COMPLETION DATE - 15 working days

ENG. EST.	LOW BID
\$ 104,445.00	\$ 87,991.00
% OVER/UNDER EST.	
-15.75 %	

0.03 mi of concrete bridge deck overlay and minor
 superstructure repairs, on State Street Bridge over the
 Grand River, in the city of Eaton Rapids, Eaton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 87,991.00	Same	1 **
J. Slagter & Son Construction Co.	\$ 102,805.40	Same	2
Davis Construction, Inc.	\$ 103,215.00	Same	3
Anlaan Corporation	\$ 113,516.20	Same	4
C.A. Hull Co., Inc.	\$ 126,852.50	Same	5
Nance Construction, LLC			
L. W. Lamb, Inc.			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

83927A

City of Eaton Rapids	18.15 %
Federal Highway Administration Funds	81.85 %

Selection: Low bid.

Zip Code: 48827.

127. LETTING OF JULY 08, 2005
 PROPOSAL 0507063
 PROJECT STH 69609-80623
 LOCAL AGRMT. 05-5088
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 07, 2005

ENG. EST.
 \$ 269,935.20

LOW BID
 \$ 254,609.02

% OVER/UNDER EST.
 -5.68 %

0.65 mi of vertical curve corrections, guardrail upgrading
 and slope flattening including hot mix asphalt paving,
 embankment and aggregate base on West Otsego Lake Road from
 Cottage Trail northerly to St. Johns Trail, Otsego County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cordes Excavating, Inc.	\$ 254,609.02	Same	1 **
CJ's Excavating Septic Service, Inc.	\$ 272,807.16	Same	2
M & M Excavating Co., Inc.	\$ 279,558.00	Same	3
D. J. McQuestion & Sons, Inc.	\$ 294,007.87	Same	4
Rieth-Riley Construction Co., Inc.	\$ 327,329.41	Same	5
Pyramid Paving & Contracting			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80623A

Otsego County

20.00 %

Federal Highway Administration Funds

80.00 %

Selection: Low bid.

Zip Code: 49735.

128. LETTING OF JULY 08, 2005
 PROPOSAL 0507065
 PROJECT BRO 09008-59690-2
 LOCAL AGRMT. 04-5485
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 02, 2006

ENG. EST. \$ 858,701.10
 LOW BID \$ 748,702.70
 % OVER/UNDER EST. -12.81 %

Remove and replace bridge along with related approach work on Old Beaver Road at the north branch of Kawkawlin River, in Kawkawlin and Monitor Townships, Bay County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 748,702.70	Same	1 **
Hardman Construction, Inc.	\$ 764,692.42	Same	2
J.E. Kloote Contracting, Inc.	\$ 777,928.27	Same	3
Walter Toebe Construction Co.	\$ 800,915.29	Same	4
Miller Development, Inc.			
C.A. Hull Co., Inc.			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
C. R. Hunt Construction Company			
Davis Construction, Inc.			
Midwest Bridge Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

59690A

Bay County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Bridge replacement.
Zip Code: 48631.

129.	LETTING OF JULY 08, 2005	ENG. EST.	LOW BID
	PROPOSAL 0507066	\$ 923,347.27	\$ 909,580.83
	PROJECT EDDF 55555-77766, ETC		
	LOCAL AGRMT. 05-5283		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 14, 2005		-1.49 %

9.98 mi of hot mix asphalt surfacing, aggregate shoulders and asphalt base crushing and shaping, at five locations, on County Road 380 from Town Line Road to County Road 557, on Old US 41 from south Daggett village limits north to railroad crossing, on Old US-41 from Stephenson city limits north to Daggett village limits, on County Road 354 from Badish Road to County Road 358, and on County Road 571 from No.14 Road northerly, Menominee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 909,580.83	Same	1 **
Bacco Construction Company	\$ 936,830.65	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

77766A	State Restricted Trunkline Funds	20.00	%
	Federal Highway Administration Funds	80.00	%
83418A	Menominee County	20.00	%
	Federal Highway Administration Funds	80.00	%
83419A	Menominee County	20.00	%
	Federal Highway Administration Funds	80.00	%
83421A	Menominee County	20.00	%
	Federal Highway Administration Funds	80.00	%
83422A	Menominee County	20.00	%
	Federal Highway Administration Funds	80.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final

cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Resurfacing.

Zip Code: 49896.

130. LETTING OF JULY 08, 2005
 PROPOSAL 0507067
 PROJECT STUL 55428-80696, ETC
 LOCAL AGRMT. 05-5285
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2006

ENG. EST.	LOW BID
\$ 1,315,797.59	\$ 1,274,216.39
% OVER/UNDER EST.	
	-3.16 %

0.40 mi of roadway reconstruction including pavement removal, concrete curb and gutter, hot mix asphalt surfacing, sewer, aggregate base, earth excavation, street lighting, landscaping, on 10th Avenue from 10th Street (US-41) to 2nd Street, in the city of Menominee, Menominee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barley Trucking & Excavating, Inc.	\$ 1,274,216.39	Same	1 **
Kakuk Construction, Inc.	\$ 1,380,434.34	Same	2
Bacco Construction Company	\$ 1,511,748.33	Same	3
Oberstar, Inc.			
A. Lindberg & Sons, Inc.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80696A	
Federal Highway Administration Funds	81.85 %
City of Menominee	18.15 %
82627A	
Federal Highway Administration Funds	37.93 %
City of Menominee	62.07 %
84523A	
Federal Highway Administration Funds	100 %

Selection: Low bid.

Zip Code: 49858.

EXTRAS

131. Extra 2005 - 81

Control Section/Job Number: 39405-72440 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Peters Construction Co.
3325 East Kilgore Road
Kalamazoo, MI 49001

Designed By: Local Agency
Engineer's Estimate: \$673,179.65

Description of Project:

Widen and resurface 0.45 mi (3 legs) of the intersection including a traffic signal, hot mix asphalt paving, sidewalk, curb and gutter, earthwork, drainage and slope restoration on Michigan Avenue at Howard Street in the city of Kalamazoo, Kalamazoo County.

Administrative Board Approval Date:	January 20, 2004	
Contract Date:	March 1, 2004	
Original Contract Amount:	\$565,783.80	
Total of Overruns/Changes (Approved to Date):	51,003.85	+ 9.01%
Total of Extras/Adjustments (Approved to Date):	28,295.25	+ 5.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>40,091.95</u>	<u>+ 7.09%</u>
Revised Total	<u>\$685,174.85</u>	+ 21.10%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.01% over the original budget for an **Authorized to Date Amount** of \$645,082.90.

Approval of this extra will place the authorized status of the contract 21.10% or \$119,391.05 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3		
HMA, Wedging	471.670 Ton @ \$85.00/Ton	<u>\$40,091.95</u>
Total		<u>\$40,091.95</u>

Reason(s) for Extra(s)/Adjustment(s):

The existing pavement grades in the northbound lanes necessitated additional material to obtain the proper roadway cross section. The original design did not take into account the change in cross section. Additional asphalt was necessary to wedge the roadway to the proper grade for placement of the final course of asphalt. The placement of asphalt required considerable time and hand work by the contractor to achieve the desired cross section.

The cost for this extra work is 100 percent funded by the local agency. The extra cost for HMA Wedging was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on August 2, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.13%; City of Kalamazoo, 19.87% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49001.

132. Extra 2005 - 82

Control Section/Job Number:	39405-76294	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Michigan Paving & Materials Co. P.O. Box 787 Belleville, MI 48111	
Designed By:	Local Agency	
Engineer's Estimate:	\$784,825.75	
Description of Project:	1.95 mi of cold milling hot mix asphalt surface, drainage structures, concrete curb and gutter, sidewalk, hot mix asphalt paving and pavement markings on Miller Road from Portage Street to east city limits of Kalamazoo, in the city of Kalamazoo, Kalamazoo County.	

Administrative Board Approval Date:	May 4, 2004	
Contract Date:	June 18, 2004	
Original Contract Amount:	\$643,064.59	
Total of Overruns/Changes (Approved to Date):	13,968.70	+ 2.17%
Total of Extras/Adjustments (Approved to Date):	50,263.76	+ 7.82%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>2,870.00</u>	<u>+ 0.45%</u>
Revised Total	<u>\$710,167.05</u>	+ 10.44%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.99% over the original budget for an **Authorized to Date Amount** of \$707,297.05.

Approval of this extra will place the authorized status of the contract 10.44% or \$67,102.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-52	2 r. 1	\$50,263.76	05/03/05

Contract Modification Number(s): 3 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Pavt Mrkg, Regular Dry, LT Arrow Sym	14.000 Ea @ \$60.00/Ea	\$840.00
Pavt Mrkg, Regular Dry, Only	20.000 Ea @ \$70.00/Ea	1,400.00
Pavt Mrkg, Regular Dry, RR Symbol	2.000 Ea @ \$150.00/Ea	300.00
Pavt Mrkg, Regular Dry, RT Arrow Symbol	4.000 Ea @ \$60.00/Ea	240.00
Pavt Mrkg, Regular Dry, Thru	2.000 Ea @ \$45.00/Ea	90.00
Total		<u>\$2,870.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The underground work by the local water department took longer than anticipated, which in turn delayed the project. Thus, seasonal limitations for the placement of cold plastic pavement markings occurred before the markings were placed. The contractor was directed to place regular dry pavement markings for the winter period in lieu of the permanent cold plastic pavement markings due to the temperature restrictions. Pavement markings were necessary over the winter period for the safe and orderly movement of traffic. The final permanent cold plastic markings will be placed in the summer of 2005. The cost for all the extra pavement markings are 100 percent funded by the local agency. The cost for each extra pavement marking work item was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. All costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra is recommended for approval by the State Administrative Board on August 2, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.65%; City of Kalamazoo, 19.35%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49001.

133. **Extra 2005 - 83**

Control Section/Job Number:	63020-49695	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	Consultant	
Engineer's Estimate:	\$1,858,929.00	

Description of Project:

Removal of a single span steel beam bridge, construction of a pre-stressed concrete I-beam bridge and related approach work on 11 Mile Road over the Rouge River, in Southfield Township, city of Southfield, Oakland County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 10, 2004	
Original Contract Amount:	\$1,530,481.73	
Total of Overruns/Changes (Approved to Date):	(19,722.00)	- 1.29%
Total of Extras/Adjustments (Approved to Date):	152,089.57	+ 9.94%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>137,477.00</u>	<u>+ 8.98%</u>
Revised Total	<u>\$1,800,326.30</u>	+ 17.63%
<u>Offset Information</u>		
Total Offsets This Request	(39,999.00)	- 2.61%
Net Revised Request	\$97,478.00	+ 6.37%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.65% over the original budget for an **Authorized to Date Amount** of \$1,662,849.30.

Approval of this extra will place the authorized status of the contract 17.63% or \$269,844.57 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-32	2 r. 5	\$21,357.07	04/05/05
2005-70	6 r. 3	\$8,981.90	06/21/05
2005-76	5 r. 3	\$30,828.84	07/05/05

Contract Modification Number(s): 3 r. 7

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Containment Meas. Prior to Installation	1.000 LS @ \$41,000.00/LS	\$41,000.00
Fill, Lightweight Concrete	358.000 m3 @ \$190.00/m3	68,020.00
Protect Fill After Installation	1.000 LS @ \$12,000.00/LS	12,000.00
Core Conc. Foundation Slab	1.000 LS @ \$16,457.00/LS	<u>16,457.00</u>
Total		<u>\$137,477.00</u>

CM 3 Offset Information

Backfill, Lightweight, CIP	-838.000 m3 @ \$24.00/m3	(\$20,112.00)
Backfill, Structure, CIP	-499.000 m3 @ \$18.00/m3	(8,982.00)
Excavation, Fdn	-727.000 m3 @ \$15.00/m3	<u>(10,905.00)</u>
Total		(\$39,999.00)

Total Offsets This Request	(\$39,999.00)
Net Revised Request	<u>\$97,478.00</u>

Reason(s) for Extra(s)/Adjustment(s):

Local Agency programs was made aware that the pile design capacity, as shown on the plans for this project, far exceeded the typical loading shown in the MDOT Bridge Design Manual. Although the proposed design loading could theoretically be attained, wave equation analysis and static pile load testing are required as use of the MDOT dynamic formula is not appropriate. The additional pile load testing and analysis would be extra work for the contractor and would likely add time to the construction schedule. After consulting with MDOT's Geotechnical Services Unit, it was decided to reduce the capacity of the bridge foundation piles to maintain the project cost and construction schedule. The reduced loading can be adequately covered by the MDOT dynamic formula in the 2003 Standard Specifications for Construction. The reduced loading was achieved by altering construction methods, altering foundation pile layout, and using lightweight concrete fill. The reduced loading helped to reduce the costs of extra work and is in line with standard bridge practice.

The project plans called for a pile layout that avoided pile placement through the existing footing. The existing footing at each abutment was core drilled to provide access for one relocated pile in the revised pile layout. This work was completed per the Special Provision for Coring Concrete Foundation Slab. The extra costs for this core drilling were tracked by force account records. The extra cost for Core Conc. Foundation Slab is based on force account records, per Section 109.07 of the 1996 Standard Specifications for Construction.

Specific containment measures were required prior to the placement of the lightweight concrete fill. These measures were required to provide complete containment of the lightweight concrete against facilities within the abutment concrete pour. These measures include temporary sheeting installed and removed, concrete forms installed and removed to bulkhead openings in the walls, protection of underdrains so as to prevent plugging, protection of the tie backs sleeved with PVC conduit, and installation of a continuous heavy duty plastic lining applied to the entire perimeter of the concrete pour area. A temporary bulkhead was also constructed at each abutment, which allowed the flow of the lightweight concrete fill to fill the space under a section of unsupported (cantilevered) abutment wall. This work was completed per the Special Provision for Constructing Lightweight Concrete Fill. The extra cost for Containment Meas. Prior to Installation was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar force account records on other local projects and MDOT's Average Unit Price Index.

The areas behind the new abutments were backfilled with lightweight fill. The use of lightweight concrete fill serves to reduce the vertical load carried by the piling, and also results in a reduced lateral load carried by the battered piling. The extra cost for Fill, Lightweight Concrete was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work and cost quotes from material suppliers. A portion of this work was authorized on a previous contract modification.

The contractor was directed to use heavy crane mats and road plates under all cranes and trucks over the lightweight concrete fill where the earth backfill was shallow. These methods were necessary to prevent potential damage to completed work during bridge beam erection and backfill operations. This work was completed per the Special Provision for Constructing Lightweight Concrete Fill. The extra cost for Protect Fill After Installation was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work on region projects.

All extra work was partially offset by a \$39,999.00 reduction in the original bid items of Backfill, Lightweight, CIP; Backfill Structure, CIP; and Excavation Fdn. An additional offset will also be processed on a future contract modification for the reduction in pile length.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on August 2, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 79.45%; State Restricted Trunkline, 14.90%; City of Southfield, 5.65%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48034.

134. **Extra 2005 - 84**

Control Section/Job Number: 63173-51472A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Ace Asphalt & Paving Co.
115 South Averill Avenue
Flint, MI 48506

Designed By: MDOT

Engineer's Estimate: \$22,796,244.71

Description of Project:

22.71 mi of cold milling and resurfacing, joints and shoulder repair on I-75 northbound, M-15 to the north county line, and bridge rehabilitation on ten structures on I-75 under Saginaw, M-54 Dort Highway, Dort Highway and over Cook Road, US-24, and Dixie Highway in Atlas, Grand Blanc, Groveland, Holly, Independence, Mundy, and Springfield Townships, Oakland and Genesee Counties.

Administrative Board Approval Date:	August 19, 2003	
Contract Date:	August 22, 2003	
Original Contract Amount:	\$19,956,098.34	
Total of Overruns/Changes (Approved to Date):	592,642.33	+ 2.97%
Total of Extras/Adjustments (Approved to Date):	935,627.19	+ 4.69%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>3,430.00</u>	<u>+ 0.02%</u>
Revised Total	<u>\$21,487,797.86</u>	+ 7.68%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.66% over the original budget for an **Authorized to Date Amount** of \$21,484,367.86.

Approval of this extra will place the authorized status of the contract 7.68% or \$1,531,699.52 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-83	27 r. 2, 28 r. 1	\$801,122.78	12/07/04
2005-01	30 r. 6	\$9,691.89	01/18/05
2005-38	32 r. 5, 34	\$27,957.00	04/05/05

Contract Modification Number(s): 46

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 46

Over head Temporary Sign Cover	\$1,155.00
Relocation of Traffic Control Devices, Special	<u>2,275.00</u>
Total	<u>\$3,430.00</u>

Reason(s) for Extra(s)/Adjustment(s):

This project has previously exceeded the 6 percent State Administrative Board limit for reviewing extra work.

CM 46

A lane assignment arrow on an overhead sign on southbound I-75 at the gore to US-23 had to be covered. The lane assignment arrow conflicted with the project traffic movements and was covered to provide safety to the motoring public. The extra cost for Over Head Temporary Sign Cover was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the region.

The contractor was directed to reduce the work zone speed limit to 45 mph per a new 2005 MDOT work zone policy. The policy went into effect after project award. All advance work zone signs were required to be relocated. The sign relocations will allow the placement of additional lower speed limit signs. The extra cost for Relocation of Traffic Control Devices, Special was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar project work and costs.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 84.85%; State Restricted Trunkline, 15.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48346, 48348, 48350, 48438, 48439, 48442, 48480.

135. **Extra 2005 -86**

Control Section/Job Number:	82122-45705A	MDOT Project
-----------------------------	--------------	--------------

State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.
------------------------------	--

State Transportation Commission -	Does not meet criteria.
-----------------------------------	-------------------------

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Consultant
Engineer's Estimate: \$58,798,591.39

Description of Project:

4.94 mi of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the city of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	2,119,988.74	+ 3.56%
Total of Extras/Adjustments (Approved to Date):	4,817,801.11	+ 8.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>274,834.35</u>	+ <u>0.46%</u>
Revised Total	<u>\$66,792,715.05</u>	+ 12.11%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.65% over the original budget for an **Authorized to Date Amount** of \$66,517,880.70.

Approval of this extra will place the authorized status of the contract 12.11% or \$7,212,624.20 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/2004
2004-90	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/2004
2005-28	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/05
2005-34	73 r. 2, 77, 78	\$31,194.08	04/05/05
2005-48	80	\$10,000.00	04/19/05

Contract Modification Number(s): 75, 79, 87, 88 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 75

Re-stocking Fees, Lighting Equipment		\$7,200.00
Value Engineering Change Proposal		
East End Crossover		52,140.99
Guardrail Tie-ins		3,244.08
Concrete Barrier Wall, Temp, Left in Place	960.000 Ft @ \$15.00/Ft	<u>14,400.00</u>
Total		<u>\$76,985.07</u>

CM 79

Adhesive Anchoring of Vertical Bar, 1", Special	16.000 Ea @ \$216.28/Ea	\$3,460.48
Masonry Plate, Grout	4.000 Ea @ \$309.75/Ea	1,239.00
Water Repellent Treatment, Penetrating	45.000 Syd @ \$15.75/Syd	708.75
Total		<u>\$5,408.23</u>

CM 87

Concrete Barrier Wall, Temp, Left in Place	409.000 Ft @ \$15.00/Ft	\$6,135.00
Guardrail Connection, Temp Barrier Left in Place	16.000 Ea @ \$473.52/Ea	7,576.32
Total		<u>\$13,711.32</u>

CM 88

VECP Budget: US-24 North End Cross Over		<u>\$178,729.73</u>
Total		<u>\$178,729.73</u>

Grand Total**\$274,834.35****Reason(s) for Extra(s)/Adjustment(s):****CM 75**

A value engineering change proposal (VECP) was submitted by the contractor. The VECP involved the re-design of the existing I-96 crossover located east of M-39. The VECP proposed the placement of temporary concrete barrier wall in conjunction with the existing asphalt surface to remain in place. These changes were suggested in lieu of the reconstruction as called for in the contract documents. The VECP was approved by MDOT because this portion of the project will be reconstructed in a separate project during 2005. The extra work item Value Engineering Change Proposal, East End Crossover was established to compensate the contractor for one half of the project savings. The extra cost for Value Engineering Change Proposal, East End Crossover was negotiated per section 103.04 of the Interim 2003 Standard Specifications for Construction, and the Special Provision for Value Engineering Change Proposal. The VECP amount has been estimated by the project office based on reductions in the planned work. The reduction in original bid items will be processed on a future contract modification when final field quantities are measured.

There are three auxiliary extra work items related to this VECP. The restocking fees are for the permanent street lighting equipment that will not be utilized on this project. The temporary concrete barrier wall will be left in place in lieu of permanent reconstruction. The temporary concrete barrier wall will be left in place and will need to be connected to the existing guardrail. The extra cost for Restocking Fees, Lighting Equipment; Guardrail Tie-ins; and Concrete Barrier Wall, Temp, Left in Place was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work, MDOT's Average Unit Price Index, and a review of the labor, equipment and material costs. This extra work required supplemental FHWA concurrence for federal funding participation and the FHWA has approved federal funding participation for this extra work.

CM 79

During construction operations, it was discovered that the abutment and bearing areas at the beams on one of the bridge structures was in a state of extreme deterioration. The contractor was directed to repair these deteriorated areas. The extra cost for Adhesive Anchoring of Vertical Bar, 1", Special; Masonry Plate, Grout; and Water Repellent Treatment, Penetrating was negotiated per Section 103.04 of the

Interim 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index, and a review of the labor, equipment and material costs.

CM 87

At the east end of the project, west of M-39, it was determined to use temporary barrier wall left in place to connect the existing concrete barrier to the new barrier wall constructed as part of the project. This connection also required guardrail to attach the temporary barrier left in place to the existing and new concrete barrier wall. This change in barrier wall was made for two reasons. The first reason was due to the change in cross section from the old pavement to new pavement. The existing pavement cross section did not match the proposed cross section. The second reason for the change was that I-96 east of this project is scheduled for reconstruction in 2005. These two reasons would cause the new permanent barrier wall to be removed and replaced. It was decided to utilize temporary barrier wall and connections until the 2005 project replaced these facilities. This extra work will be completely offset by a future \$14,724.00 reduction in the original bid item Conc Barrier, Double Face, Type A, Mod, 0-2 ft. The reduction will be processed on a future contract modification when the final field measured quantities are known. The extra cost for Concrete Barrier Wall, Temp, Left in Place and Guardrail Connection, Temp Barrier Left in Place was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on other regional projects.

CM 88

A VECP was submitted by the contractor. The contractor proposed to eliminate the construction required for building a temporary crossover on US-24. This crossover was to be used for maintenance of traffic for the staged construction on US-24. The contractor proposed to use permanent pavement built as part of the US-24 reconstruction. After review and investigation, the VECP was approved by MDOT. The extra work item VECP Budget: US-24 North End Cross Over was established to compensate the contractor for one half of the project savings. The cost for VECP Budget: US-24 North End Cross Over was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and the Special Provision for Value Engineering Change Proposal. The extra cost is one half of the overall project savings. The overall project savings is based on the reduction in original bid items, with the additional cost for sand module impact attenuators deducted from the savings. This extra work required supplemental FHWA concurrence for federal funding participation and the FHWA has approved federal funding participation for this extra work.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48223.

136. **Extra 2005 - 87**

Control Section/Job Number: 82123-52803 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: MDOT
Engineer's Estimate: \$87,017,186.71

Description of Project:

7.04 mi of pavement reconstruction, cold milling and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	452,589.88	+ 0.56%
Total of Extras/Adjustments (Approved to Date):	1,553,925.25	+ 1.93%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>178,928.00</u>	<u>+ 0.22%</u>
Revised Total	<u>\$82,711,531.21</u>	+ 2.71%

Offset Information

Total Offsets This Request	(874,366.80)	- 1.09%
Net Revised Request	(\$695,438.80)	- 0.86%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.49% over the original budget for an **Authorized to Date Amount** of \$82,532,603.21.

Approval of this extra will place the authorized status of the contract 2.71% or \$2,185,443.13 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-73	1 r. 1	\$380,033.85	07/05/05

Contract Modification Number(s): 10

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 10

Station Grading	844.000 Sta @ \$212.00/Sta	<u>\$178,928.00</u>
Total		<u>\$178,928.00</u>

CM 10 Offset Information

HMA Surface, Rem	84,391.000 Syd @ \$3.00/Syd	\$253,173.00
HMA, 4C	1,266.000 Ton @ \$36.75 / Ton	46,525.50
Aggregate Base, 10 inch	-84,391.000 Syd @ \$5.37/Syd	(453,179.67)
Excavation, Earth	-35,162.000 Cyd @ \$6.74/Cyd	(236,991.88)
HMA, 3C	-13,925.000 Ton @ \$34.75/Ton	<u>(483,893.75)</u>
Total		<u>(\$874,366.80)</u>

Net Revised Request (\$695,438.80)

Reason(s) for Extra(s)/Adjustment(s):

The proposed pavement section for the I-96 shoulders was designed to allow maintenance of traffic during the resurfacing staging. A Value Engineering Change Proposal (VECP) was submitted proposing a change in staging to allow traffic to use mainline pavement and not travel on the I-96 shoulders during construction. The final VECP value with associated extra costs and project savings costs will be determined on a future contract modification. The change in staging creates a safer motoring environment by eliminating a variable sloped transition to the proposed temporary lane. Furthermore, the existing shoulder will remain available for disabled vehicles in lieu of blocking the active traffic lane. This change will also facilitate a change in the pavement section to HMA 4C asphalt over the existing 6 inch aggregate base. Two original items are being increased to complete work as proposed in the VECP: HMA Surface, Rem and HMA, 4C. The increases will address the existing shoulder condition. One extra work item, Station Grading, was also necessary to complete the proposed VECP, because the aggregate base original bid item was eliminated. The existing aggregate base will need to be graded to complete project work and there is no pay item to compensate the contractor for this work. The cost for Station Grading was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index. The cost for this extra is completely offset by a reduction in several original bid items, as discussed above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48227, 48223, 48238, 48204.

137. **Extra 2005 - 88**

Control Section/Job Number: 82141-51501 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: E. C. Korneffel Co.
2691 Veterans Parkway
Trenton, MI 48183

Designed By: Consultant
Engineer's Estimate: \$2,995,836.10

Description of Project:

Superstructure replacement, pier repair, guardrail upgrading approach work on S01-3 and S01-4 at US-24 (Telegraph Road) under M-102 (8 Mile Road) Southfield, Wayne and Oakland Counties.

Administrative Board Approval Date:	November 19, 2002	
Contract Date:	January 13, 2003	
Original Contract Amount:	\$2,297,956.76	
Total of Overruns/Changes (Approved to Date):	283,664.59	+ 12.34%
Total of Extras/Adjustments (Approved to Date):	138,689.69	+ 6.04%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>35,549.92</u>	<u>+ 1.55%</u>
Revised Total	<u>\$2,755,860.96</u>	+ 19.93%

Offset Information

Total Offsets This Request	(\$20,000.00)	- 0.87%
Net Revised Request	\$15,549.92	+ 0.68%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.38% over the original budget for an **Authorized to Date Amount** of \$2,720,311.04.

Approval of this extra will place the authorized status of the contract 19.93% or \$457,904.20 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-77	19 r. 1, 20 r. 9, 23 r. 2, 24	\$47,075.19	07/05/05

Contract Modification Number(s): 17 r. 2, 18 r. 2, 21 r. 2

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 17		
Conc Pavt, Patches	2.000 LS @ \$4,150.08/LS	<u>\$8,300.16</u>
Total		<u>\$8,300.16</u>
CM 18		
Flag Control		<u>\$11,066.76</u>
Total		<u>\$11,066.76</u>
CM 18 Offset Information		
Flag Control	(\$20,000.00)	
Total	(\$20,000.00)	
Net Revised CM 18 Request		<u>(\$8,933.24)</u>
CM 21		
Traffic Control Adjustment		<u>\$16,183.00</u>
Total		<u>\$16,183.00</u>
Grand Total		<u>\$35,549.92</u>
Total Offsets This Request	(\$20,000.00)	
Net Revised Request		<u>\$15,549.92</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 17

The existing concrete patches on US-24 began to fail during construction operations. The contractor was directed to repair the failed concrete patches to provide a safe roadway for vehicular traffic. The extra cost for Conc Pavt, Patches is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

CM 18

An extra item on a previous contract modification was established to compensate the contractor for flagging operations that were necessary in stage III. Flag control was not included as a pay item, but was required in the Special Provision for Maintaining Traffic. Grade changes were made in the bridge approach areas to match the proposed bridge deck. These changes allowed a substantial portion of stage III work to be completed in stages I and II. A new lower cost was determined based on force account records. The extra cost for Flag Control is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction. The previously established extra item for Flag Control for \$20,000.00 is being eliminated on this contract modification.

CM 21

Section 812.04 of the 1996 Standard Specifications for Construction requires a contract adjustment for those traffic control items required to be used on the project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 65 days without the assessment of liquidated damages. Several traffic control items were required to be used during the authorized extension of contract time. The contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost per the formula in Section 812.04 of the 1996 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.88%; Detroit, 1.16%; Southfield, 1.11%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48034, 48201.

138. **Extra 2005 - 89**

Control Section/Job Number:	82192-56725	MDOT Project
State Administrative Board –	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Tri-Valley Landscaping, Inc. 2363 S. Miller Road Saginaw, MI 48609	
Designed By:	Consultant	
Engineer's Estimate:	\$513,195.80	

Description of Project:

Landscaping including placement of trees, wildflowers and grasses on M-39 from Ford Road to Outer Drive in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	May 6, 2003	
Contract Date:	May 9, 2003	
Original Contract Amount:	\$481,731.45	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	46,999.80	+ 9.76%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>61,918.16</u>	<u>+ 12.85%</u>
Revised Total	<u>\$590,649.41</u>	+ 22.61%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.76% over the original budget for an **Authorized to Date Amount** of \$528,731.25.

Approval of this extra will place the authorized status of the contract 22.61% or \$108,917.96 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Mulch	63,902.480 Syd @ \$0.25/Syd	\$15,975.62
Mulch Anchoring	63,902.480 Syd @ \$0.20/Syd	12,780.50
Mulch Blanket	3,865.390 Syd @ \$0.75/Syd	2,899.04
Ero Con, Inlet Protection, Fabric Drop	25.000 Ea @ \$25.00/Ea	625.00
Erosion Control, Silt Fence	3,293.000 Ft @ \$3.50/Ft	11,525.50
Slope Restoration	4,025.000 Syd @ \$4.50/Syd	<u>18,112.50</u>
Total		<u>\$61,918.16</u>

Reason(s) for Extra(s)/Adjustment(s):

The extra items, Mulch, Mulch Anchoring, and Mulch Blanket were established on an earlier contract modification. This increase will adjust the previously authorized quantities to the current as-constructed quantities. These previously established extra work items and the new extra work items are discussed below.

The predominant type of landscaping work on this project was the planting of large wildflower beds throughout the M-39 corridor. New trees were also planted in the wildflower beds. The specifications state that trees are to be planted in the spring followed by the application of an herbicide to the existing grass slopes in preparation for the planting of wildflower seed in the fall. The project office allowed the contractor to apply the herbicide prior to tree placement. The early herbicide application will eliminate the tree exposure to the herbicide, which would damage or destroy the tree. The dead grass on the slopes, because of the herbicide application, was to act as a mulch layer for the proposed wildflower seeding. However, by fall planting season the dead grass had blown away exposing the existing topsoil to the elements, which contributed to soil erosion occurring along the slopes. The contractor was directed to place mulch blanket over the proposed wildflower beds in the sloped areas, and to place mulch and anchoring mulch on the flat areas. This was completed to prevent loss of wildflower seed due to erosion.

A local manufacturing company has an agreement with MDOT to maintain the roadway slopes along M-39 at no cost to MDOT. The maintenance operation of this manufacturing company was a factor in the significant rutting along the roadway slopes, which contributed to soil erosion. The Michigan Department of Environmental Quality (MDEQ) contacted MDOT about the soil erosion issue that was occurring along the M-39 corridor. The contractor was directed to install inlet filters in drainage structures, silt fence throughout the project, and to restore the slopes with topsoil, seed and mulch blanket. The corrective actions required the use of items not originally set up in the contract. The extra item Ero Con, Inlet Protection, Fabric Drop was used to prevent sediment from entering the catch basins. Erosion Control, Silt Fence was used to prevent the loss of soil from the slopes. The extra item Slope Restoration was used to correct the erosion that had occurred on the roadway slopes.

The extra costs for Mulch; Mulch Anchoring; Mulch Blanket; Ero Con, Inlet Protection, Fabric Drop; Erosion Control, Silt Fence; and Slope Restoration were negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with

MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on August 2, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48146.

139. **Extra 2005 - 90**

Control Section/Job Number:	19555-55960A	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Michigan Paving & Materials Co. P.O. Box 787 Belleville, MI 48111	
Designed By:	Local Agency	
Engineer's Estimate:	\$1,300,196.00	

Description of Project:

Resurface and aggregate shoulder installation on Clark Road from Wood Road to Chandler Road, on Grange Road from Howe Road to Hansas Road, on Price Road from Dewitt Road to US-27 BR, on Price Road from Westphalia village limits to Tallman Road, along with guardrail installation on Grange Road from Lehman Road northerly (0.25 mi) and on Grange Road from Howe Road northerly (0.27 mi), Clinton County.

Administrative Board Approval Date:	August 3, 2004	
Contract Date:	August 18, 2004	
Original Contract Amount:	\$1,025,622.45	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	56,720.00	+ 5.53%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>196,896.82</u>	<u>+ 19.20%</u>
Revised Total	<u>\$1,279,239.27</u>	<u>+ 24.73%</u>

Offset Information

Total Offsets This Request	(\$18,170.00)	- 1.77%
Net Revised Request	\$178,726.82	+ 17.43%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.53% over the original budget for an **Authorized to Date Amount** of \$1,082,342.45.

Approval of this extra will place the authorized status of the contract 24.73% or \$253,616.82 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 18

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Aggregate Base, 8 inch	2,000.000 Syd @ \$6.50/Syd	\$13,000.00
Culv, Cl A, 12 inch	176.000 Ft @ \$42.00/Ft	7,392.00
Culv, Cl A, 15 inch	137.000 Ft @ \$62.00/Ft	8,494.00
Culv, Cl A, 18 inch	57.000 Ft @ \$58.00/Ft	3,306.00
Culv, Cl A, 24 inch	60.000 Ft @ \$85.00/Ft	5,100.00
Culv, Cl E, Conc, 84 inch	170.000 Ft @ \$450.00/Ft	76,500.00
Culv, Rem, 24 inch to 48 inch	4.000 Ea @ \$1,000.00/Ea	4,000.00
Culv, Rem, Less than 24 inch	9.000 Ea @ \$750.00/Ea	6,750.00
Dr Structure Cover	380.000 Lb @ \$1.50/Lb	570.00
Dr Structure, 24 inch dia	1.000 Ea @ \$800.00/Ea	800.00
Guardrail Anch, Bridge, Det A2	4.000 Ea @ \$1,625.00/Ea	6,500.00
Masonry and Conc Structure, Rem	45.000 Cyd @ \$300.00/Cyd	13,500.00
Subgrade Undercutting, Type III Special	1,901.000 Cyd @ \$26.82/Cyd	50,984.82
Total		<u>\$196,896.82</u>

CM 2 Offset Information

Culv, Cl A, Conc, 84 inch	-156.000 Ft @ \$50.00/Ft	(\$7,800.00)
Culv, Cl E, 12 inch	-55.000 Ft @ \$42.00/Ft	(2,310.00)
Culv, Cl E, 15 inch	-130.000 Ft @ \$62.00/Ft	(8,060.00)
Total		<u>(\$18,170.00)</u>

Net Revised CM 2 Request \$178,726.82

Total Offsets This Request	(\$18,170.00)
Net Revised Request	<u>\$178,726.82</u>

Reason(s) for Extra(s)/Adjustment(s):

Seven culverts were scheduled to be replaced by the Clinton County Road Commission during

construction operations. Clinton County Road Commission staff were not available for this culvert work. Numerous local projects, in conjunction with an inadvertent over-commitment of staff, had reduced available staff. These issues with timing necessitated the replacement of the culverts by the contractor. This work and cost was incorporated with monies available in the local State Transportation Improvement Program (STIP). The bid cost was substantially lower than the programmed amount contained in the local STIP.

Several culverts in poor condition were removed and replaced. Some of these culverts were across the roadway. These culverts were replaced during construction operations to provide proper water conveyance and support of the roadway. The culverts that were across the roadway required the roadway structure to be replaced. Aggregate base was necessary during replacement of the roadway section to provide proper roadway support. The cost for Aggregate Base, 8 inch; Culv, Cl A, 12 inch; Culv, Cl A, 15 inch; Culv, Cl A, 18 inch; and Culv, Cl A, 24 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost for each extra work item was deemed reasonable when compared with other local project costs and MDOT's Average Unit Price Index. A portion of these costs are offset by the reduction in the previously established extra work items, which list an incorrect culvert class of material. The respective reduction is \$10,370.00 in the items Culv, Cl E, 12 inch and Culv, Cl E, 15 inch.

The project plans called for removal and replacement of an existing 84 inch culvert under the roadway. The pay item for this replacement was identified as Culv, Cl A, Conc, 84 inch. The Clinton County Road Commission required the contractor to increase the classification of the culvert to a class E culvert. This change was made per Clinton County Drain Commission recommendations and the substantial amount of truck traffic. The extra cost for Culv, Cl E, Conc, 84 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for Culv, Cl E, Conc, 84 inch is partially offset by a \$7,800 negative extra work item that is an offset to the original bid item Culv, Cl A, Conc, 84 inch.

The extra items Culv, Rem, 24 inch to 48 inch and Culv, Rem, Less than 24 inch were necessary for the removal of existing culverts in poor condition, including the culverts mentioned above. The extra cost for Culv, Rem, 24 inch to 48 inch and Culv, Rem, Less than 24 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

A drainage structure was added to tie two different size culverts to a main culvert at a junction point. A new drainage structure and cover were placed to properly convey water and provide a means for future maintenance. The extra cost for Dr Structure Cover and Dr Structure, 24 inch dia was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

A guardrail anchorage detail A1 was called for on each approach to the bridge structure. After reviewing the applicable standards, it was determined that a guardrail anchorage detail A2 should be used for this project. The extra cost for Guardrail Anch, Bridge, Det A2 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for Guardrail Anch, Bridge, Det A2 will be partially offset by a \$3,100 reduction in the original bid item Guardrail Anch, Bridge, Det A1 on a future balancing contract modification.

Existing buried headwalls were discovered while removing two 84 inch culverts. These headwalls conflicted with the placement of the new culverts. The existing concrete headwalls were removed to allow for proper placement of the new culverts. The cost for extra item Masonry and Conc Structure, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost

was deemed reasonable when compared to MDOT's Average Unit Price Index.

Poor existing soil conditions were discovered in a 650 foot section of the project. The soil showed signs of settling and shifting. The poor soil was removed and replaced with geotextile fabric, non woven geogrid, and coarse aggregate to provide the proper roadway support. All of this work is included in the extra item Subgrade Undercutting, Type III Special. The extra cost for Subgrade Undercutting, Type III Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other local projects.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its July 28, 2005 meeting, and are now recommended for approval by the State Administrative Board on August 2, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 14%, State Restricted Trunkline, 66%, and Clinton County 20%, (The funding for extra item Guardrail Anch, Bridge, Det A2 is FHWA, 80%; Clinton County, 20%,).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48820, 48879, 48894.

140. **Extra 2005 - 91**

Control Section/Job Number:	73171-75175	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Interstate Highway Construction P.O. Box 4356 Englewood, CO 80155	
Designed By:	MDOT	
Engineer's Estimate:	\$37,169,137.19	
Description of Project:	7.20 mi of concrete overlay, shoulder widening, drainage and safety improvements on I-75, from M-57 north to Birch Run Creek, and widening, overlay and substructure repairs on B03 over Pine Run Creek, in Vienna and Birch Run Townships, Genesee and Saginaw Counties.	

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 7, 2004	
Original Contract Amount:	\$31,394,459.83	
Total of Overruns/Changes (Approved to Date):	324,415.82	+ 1.03%
Total of Extras/Adjustments (Approved to Date):	455,844.01	+ 1.45%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,638,086.63</u>	<u>+ 5.22%</u>
Revised Total	<u>\$33,812,806.29</u>	+ 7.70%

Offset Information

Total Offsets This Request	(1,681,107.23)	- 5.35%
Net Revised Request	(\$43,020.60)	- 0.14%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.48% over the original budget for an **Authorized to Date Amount** of \$32,174,719.66.

Approval of this extra will place the authorized status of the contract 7.70% or \$2,418,346.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2, 18 r. 3, 19, 25

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Joint, Contraction, C3p Mod (HPRA)	108,984.000 Ft @ \$1.26/Ft	\$137,319.84
Joint, Contraction, Cp Mod (HPRA)	242,512.000 Ft @ \$5.26/Ft	<u>1,275,613.12</u>
Total		<u>\$1,412,932.96</u>

CM 2 Offset Information

Joint, Contraction, C3p	-132,392.000 Ft @ \$1.70/Ft	(\$225,066.40)
Joint, Contraction, Cp	-213,010.000 Ft @ \$5.70/Ft	<u>(1,214,157.00)</u>
Total		(\$1,439,223.40)

Net Revised CM 2 Request	<u>(\$26,290.40)</u>
--------------------------	----------------------

CM 18

Value Engineering #5		\$102,498.42
Pavt Remove VECP #5 sta		
710+00/1756+00	11,500.010 Syd @ \$1.00/Syd	11,500.01
Additional Trucking		18,720.00
Move Paver, Re-configure DBI Etc.		<u>6,667.00</u>
Total		<u>\$139,385.43</u>

CM 18 Offset Information

Aggregate Base, 6 inch	-4,972.221 Syd @ \$4.35/Syd	(\$21,629.16)
Conc Barrier, Temp, Relocated	-3,770.000 Ft @ \$3.00/Ft	(11,310.00)

Embankment, CIP	-8,444.444 Cyd @ \$9.88/Cyd	(83,431.11)
Excavation, Earth	-10,379.620 Cyd @ \$1.33/Cyd	(13,804.89)
HMA, 4C	-1,640.833 Ton @ \$35.00/Ton	(57,429.16)
Pavt Gapping	-1,860.000 Ft @ \$15.00/Ft	(27,900.00)
Pavt, Rem	-6,088.891 Syd @ \$3.20/Syd	(19,484.45)
Subbase, CIP	-1,723.765 Cyd @ \$4.00/Cyd	(6,895.06)
Total		(\$241,883.83)

Net Revised CM 18 Request (\$102,498.40)

CM 19

Kelcris Pavement Patches	<u>\$72,997.10</u>
Total	<u>\$72,997.10</u>

CM 25

36 inch RCP not on Plan	<u>\$12,771.14</u>
Total	<u>\$12,771.14</u>

Grand Total

\$1,638,086.63

Total Offsets This Request	(\$1,681,107.23)
Net Revised Request	<u>(\$43,020.60)</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 2

The contractor was directed to seal pavement joints with hot poured rubber sealant versus the neoprene sealant as called for in the project plans. Field performance of neoprene seals has not been to the quality level expected; therefore, MDOT recently made hot poured rubber sealant the standard sealant for concrete joint sealing. The official MDOT change of sealant materials occurred after this project was let. The extra costs for Joint, Contraction, C3p Mod (HPRA) and Joint, Contraction, Cp Mod (HPRA) were negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for Joint, Contraction, C3p Mod (HPRA) and Joint, Contraction, Cp Mod (HPRA) is completely offset by a \$1,439,223.40 reduction in the original bid items of Joint, Contraction, C3p and Joint, Contraction, Cp.

CM 18

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the supplemental specification for VECP, as contained in the project proposal. The VECP was submitted with a decrease in contract work of \$241,883.83 and an additional cost of \$36,887.01, resulting in a net savings of \$204,996.82. The contractor is to receive one-half net savings; therefore, this contract modification will authorize payment to the contractor in the amount of \$102,498.41. The VECP proposed a traffic change for the maintenance of ramp traffic on the northbound I-75 off ramp between Burt Road and Birch Run Road. The change eliminates the temporary shoulder widening from station 1716+00 to 1756+00. The cost for Value Engineering #5 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and the Special Provision for Value Engineering Change Proposal. The cost was deemed reasonable as a part of a VECP review.

There are three new extra items related to the VECP as discussed above. Each of these items was necessary to complete the proposed work in the VECP. The cost for Pavt Remove VECP #5 sta 710+00/1756+00; Additional Trucking; and Move Paver, Re-configure DBI etc was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and the Special Provision for Value

Engineering Change Proposal. The cost was deemed reasonable when compared with similar work in the region. The cost for all four extra items on this contract modification is completely offset by a \$241,883.83 reduction in several original bid items that are no longer necessary for construction.

CM 19

The engineer and contractor could not agree on a unit cost for extra work associated with pavement repair patches. Force account records were submitted and an agreement still could not be reached. The contractor filed a claim per Section 104.09 of the 2003 Standard Specifications for Construction. The claim was for extra compensation for work differing from the project proposal. A claim meeting was held at the TSC level. A negotiated settlement of the claim was reached between MDOT and the contractor. The contractor was claiming extra compensation for concrete pavement repair patches that were thicker than what was shown in the plans and proposal. An agreement was reached to pay for a portion of the requested cost when consideration was given to the differing site conditions. The extra cost for Kelcris Pavement Patches was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when the individual claim items were compared with similar work in MDOT's Average Unit Price Index and similar work bid on the project.

CM 25

The extra work item 36 inch RCP Not On Plan was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

A 36 inch culvert was incorrectly shown as a 24 inch culvert on the project plans. The culvert was to be removed and replaced. A new pay item for a 36 inch culvert was added to the contract. The extra cost for 36 inch RCP Not On Plan is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. The extra cost will be partially offset by a reduction in the original 24 inch culvert items that will be determined during the closeout process.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its July 28, 2005 meeting, and are now recommended for approval by the State Administrative Board on August 2, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48415.

141. Extra 2005 - 92

Control Section/Job Number: 82022-45684A MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Consultant
Engineer's Estimate: \$83,621,931.82

Description of Project:

6.02 mi reconstruction of mainline and ramps, drainage work, signing, lighting, concrete barrier wall, valley gutter, patching and diamond grinding on I-94 from Pelham Road to Wyoming Avenue with 20 bridge reconstructions in the cities of Dearborn, Allen Park and Detroit, Wayne County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	October 7, 2004	
Original Contract Amount:	\$75,638,397.91	
Total of Overruns/Changes (Approved to Date):	345,059.85	+ 0.46%
Total of Extras/Adjustments (Approved to Date):	386,846.39	+ 0.51%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>300,000.00</u>	<u>+ 0.40%</u>
Revised Total	<u>\$76,670,304.15</u>	+ 1.37%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.97% over the original budget for an **Authorized to Date Amount** of \$76,370,304.15.

Approval of this extra will place the authorized status of the contract 1.37% or \$1,031,906.24 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 9

Managing Hydrodemolition Run-off Water	<u>\$300,000.00</u>
Total	<u>\$300,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

MDEQ requirements for the treatment and containment of concrete slurry changed after this project was awarded. This project involves the hydrodemolition of a bridge deck, which produces concrete runoff water. The contractor was directed to manage the hydrodemolition run off water per a new special provision. The extra item Managing Hydrodemolition Run-off Water was established as a budgeted item for this work. The final cost for this extra work will be based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on August 2, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90.00%; State Restricted Trunkline, 9.03%; City of Allen Park, 0.32%; City of Dearborn, 0.64%; City of Detroit, 0.01%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48126.

OVERRUNS

142. **Overrun 2005 - 47**

Control Section/Job Number: 06072-80689A MDOT Project

State Administrative Board - This project exceeds the 15% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Rieth-Riley Construction Co., Inc.
P.O. Box 477
Goshen, IN 46527

Designed By: MDOT
Engineer's Estimate: \$18,707.48

Description of Project:

Hot mix asphalt removal and replacement for railroad crossing repair, curb and gutter replacement, aggregate base, subbase, underdrain and traffic control items on US-23, westbound, east and west of the railroad crossing in the city of Omer, Arenac Township, Arenac County.

Administrative Board Approval Date:	October 19, 2004	
Contract Date:	November 4, 2004	
Original Contract Amount:	\$38,927.04	
Total of Overruns/Changes (Approved to Date):	3,892.70	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	11,796.00	+ 30.30%
THIS REQUEST	<u>14,311.00</u>	+ <u>36.76%</u>
Revised Total	<u>\$68,926.74</u>	+ 77.06%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 40.30% over the original budget for an **Authorized to Date Amount** of \$54,615.74.

Approval of this overrun will place the authorized status of the contract 77.06% or \$29,999.70 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Turf Establishment, Performance	143.110 Syd @ \$100.00/Syd	<u>\$14,311.00</u>
Total		<u>\$14,311.00</u>

Reason(s) for Overrun(s):

The project was designed to provide drainage of water away from the railroad crossing and associated

roadway as support issues were becoming evident. The project plans depict the placement of under drain under the railroad tracks and the related roadway approach pavement. The new under drain was then to be tied into the existing roadway under drain. During construction operations it was discovered that an existing under drain was not present in the roadway section. The contractor was directed to outlet the under drain into the roadside ditch to provide proper conveyance of drainage water and adequate roadway support. This work required additional restoration work along the roadside. Turf Establishment, Performance is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its July 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on August 2, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48749.

143. **Overrun 2005 -48**

Control Section/Job Number:	38409-55998A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Michigan Paving & Materials Co. P.O. Box 787 Belleville, MI 48111	
Designed By:	Local Agency	
Engineer's Estimate:	\$616,274.75	

Description of Project:

Approximately 1.46 mi of cold milling hot mix asphalt surface, hot mix asphalt paving, adjusting drainage structures, intermittent curb and gutter replacement and pavement markings on Lansing Avenue from the city limits of Jackson to Parnall Road, in Jackson County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	April 28, 2004	
Original Contract Amount:	\$449,077.19	
Total of Overruns/Changes (Approved to Date):	44,907.72	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	7,147.26	+ 1.59%
THIS REQUEST	<u>7,704.79</u>	+ <u>1.72%</u>

Revised Total \$508,836.96 + 13.31%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.59% over the original budget for an **Authorized to Date Amount** of \$501,132.17.

Approval of this overrun will place the authorized status of the contract 13.31% or \$59,759.77 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 13A	305.140 Ton @ \$25.25/Ton	<u>\$7,704.79</u>
Total		<u>\$7,704.79</u>

Reason(s) for Overrun(s):

The existing roadway cross slope required additional asphalt material to properly slope the roadway to the planned cross section. Additional material was required to build the project per the plans and specifications.

HMA, 13A is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; Jackson County, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49201.

144. **Overrun 2005 - 49**

Control Section/Job Number:	57555-76677A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Bernie Johnson Trucking, Inc. P O Box 205 Leroy, MI 49655	

Designed By: Consultant
Engineer's Estimate: \$659,578.55

Description of Project:

2.03 mi of asphalt pavement rehabilitation, including earthwork, subbase, aggregate base, base crushing and shaping, hot mix asphalt paving, paved and aggregate shoulders, drainage, turf establishment and pavement marking on Prosper Road from Forward Road to Eight Mile Road, in Clam Union Township, Missaukee County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	April 26, 2004	
Original Contract Amount:	\$648,138.67	
Total of Overruns/Changes (Approved to Date):	64,813.87	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	14,217.28	+ 2.19%
THIS REQUEST	<u>6,453.18</u>	+ <u>1.00%</u>
Revised Total	<u>\$733,623.00</u>	+ 13.19%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.19% over the original budget for an **Authorized to Date Amount** of \$727,169.82.

Approval of this overrun will place the authorized status of the contract 13.19% or \$85,484.33 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 13A	215.970 Ton @ \$29.88/Ton	<u>\$6,453.18</u>
Total		<u>\$6,453.18</u>

Reason(s) for Overrun(s):

The existing roadway cross slope required additional asphalt material to properly slope the roadway to the planned cross section. Additional material was required to build the project per the plans and specifications.

HMA, 13A is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline, 9%; Missaukee County, 11%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on

substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49632.

145. **Overrun 2005 - 50**

Control Section/Job Number: 81406-78481A Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Barrett Paving Materials, Inc.
5800 Cherry Hill Road
Ypsilanti, MI 48198

Designed By: Local Agency
Engineer's Estimate: \$289,144.65

Description of Project:

1.63 mi hot mix asphalt pavement resurfacing, curb and gutter repair, pavement markings and restoration on Grove Road from Ypsilanti city limits to Harris, Washtenaw County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	July 13, 2004	
Original Contract Amount:	\$228,825.80	
Total of Overruns/Changes (Approved to Date):	22,882.58	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	33,695.75	+ 14.73%
THIS REQUEST	<u>4,365.00</u>	+ <u>1.91%</u>
Revised Total	<u>\$289,769.13</u>	+ 26.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 24.73% over the original budget for an **Authorized to Date Amount** of \$285,404.13.

Approval of this overrun will place the authorized status of the contract 26.64% or \$60,943.33 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Curb and Gutter, Conc, Det C4	137.000 Ft @ \$15.00/Ft	\$2,055.00
Dr Structure Cover, Adj, Case 1	6.000 Ea @ \$385.00/Ea	<u>2,310.00</u>
Total		<u>\$4,365.00</u>

Reason(s) for Overrun(s):

The top section of several drainage structures were in poor condition. These drainage structures were adjusted to the new roadway grade and re-built to provide the proper roadway support. In addition, several of these structures were catch basins in alignment with the existing curb and gutter. As the structures were re-built, the curb and gutter section was also removed and replaced to allow proper alignment of the new drainage structure.

Both work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on August 2, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; Washtenaw County, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48198.

146. Overrun 2005 - 51

Control Section/Job Number:	82400-49845A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Rauhorn Electric, Inc. 17171 23 Mile Road Macomb, MI 48042	
Designed By:	Consultant	
Engineer's Estimate:	\$2,161,000.00	
Description of Project:		
Traffic signal modernization and pavement markings at 26 locations in the City of Detroit, Wayne County.		
Administrative Board Approval Date:	May 7, 2002	
Contract Date:	May 14, 2002	
Original Contract Amount:	\$1,799,999.99	
Total of Overruns/Changes (Approved to Date):	180,000.00	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	7,682.00	+ 0.43%

THIS REQUEST	<u>119,407.47</u>	+ <u>6.63%</u>
Revised Total	<u>\$2,107,089.46</u>	+ 17.06%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.43% over the original budget for an **Authorized to Date Amount** of \$1,987,681.99.

Approval of this overrun will place the authorized status of the contract 17.06% or \$307,089.47 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Fdn, Rem	30.000 ea @ \$995.49/ea	\$29,864.70
Pedestal, Fdn	11.000 ea @ \$518.21/ea	5,700.31
Strain Pole, Steel, Anchor Fdn	26.000 ea @ \$3,224.71/ea	<u>83,842.46</u>
Total		<u>\$119,407.47</u>

Reason(s) for Overrun(s):

The majority of the original contract pay items were established as lump sum items for each project intersection. The original items listed above were not part of the lump sum intersection pay items. These items were listed as separate pay items. The original plan quantity for each item was not sufficient to build all 26 project locations per the project proposal and specifications.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its July 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on August 2, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48203, 48205, 48207, 48208, 48209, 48215, 48216, 48228.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

Zip Code: 48906; State-wide.

Airport pavement crack sealing and filling at various airports statewide.

5 Bidders

Zip Code: 48906; State-wide.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director